

2005

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

26

Dinwiddie County
City of Petersburg
Town of McKenney

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

- North
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

Special Routes

-  Bus - Business Route
 Bypass - Bypass Route
 Truck - Truck Route
 ALT - Alternate Route
 Wve - Wve Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
 Traffic Engineering Division
 2005
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Dinwiddie Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
							From: Brunswick County Line									
1 Boydton Plank Rd	Dinwiddie County	2.46	1500	F	96%	1%	1%	0%	1%	0%	F	0.098	F	0.658	1500	F
							To: SCL McKenney									
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.23	1500	N	96%	1%	1%	0%	1%	0%	N	0.098	N	0.658	1500	N
							To: SR 40									
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.33	2300	F	96%	1%	1%	0%	1%	0%	F	0.087	F	0.564	2300	F
							To: NCL McKenney									
1 Boydton Plank Rd	Dinwiddie County	4.05	2300	N	96%	1%	1%	0%	1%	0%	N	0.087	N	0.564	2300	N
							To: 26-649									
1 Boydton Plank Rd	Dinwiddie County	5.65	2500	F	96%	1%	1%	0%	1%	0%	F	0.092	F	0.665	2500	F
							To: 26-627 Courthouse Rd									
1 Boydton Plank Rd	Dinwiddie County	2.48	4000	F	96%	1%	1%	0%	1%	0%	C	0.100	F	0.655	4100	F
							To: 26-740 Turkey Egg Rd									
1 Boydton Plank Rd	Dinwiddie County	3.61	5800	F	96%	1%	1%	0%	1%	0%	F	0.095	F	0.533	6000	F
							To: S 26-613 Dabney Mill Rd									
1 Boydton Plank Rd	Dinwiddie County	3.09	7700	F	96%	1%	1%	0%	1%	0%	F	0.09	F	0.587	8400	F
							To: Bus US 460 Airport St									
1 Bus 460 Boydton Plank Rd	Dinwiddie County	1.70	13000	F	96%	1%	1%	0%	1%	0%	F	0.114	F	0.704	14000	F
							To: I-85 SW of Petersburg									
1 Bus 460 Boydton Plank Rd	Dinwiddie County	1.22	14000	F	98%	0%	1%	1%	1%	0%	F	0.087	F	0.523	15000	F
							To: SR 226 Cox Rd									
1 Bus 460	Dinwiddie County	0.45	13000	A	98%	0%	1%	1%	1%	0%	C	0.107	A	0.578	14000	A
							To: WCL Petersburg									
1 Bus 460 Washington St	City of Petersburg	0.40	13000	F	98%	0%	1%	1%	1%	0%	F	0.09	F	0.569	14000	F
							To: Summit St									
1 Bus 460 Washington St	City of Petersburg	0.18	14000	F	98%	0%	1%	1%	1%	0%	F	0.093	F	0.556	15000	F
							To: Elm St									
1 Bus 460 Washington St	City of Petersburg	0.57	16000	F	97%	1%	1%	1%	1%	0%	F	0.093	F	0.506	17000	F
							To: US 1 Par; Wythe St									
1 Bus 460 Wythe St	City of Petersburg	1.08	8500	F	97%	1%	1%	1%	1%	0%	C	0.082	F		9300	F
							From: US 1 Par, Washington St; Battersea Lane									
							Combined Traffic Estimates for 2 Parallel Roadways on this Route:									
			18000	F	96%	1%	1%	1%	1%	0%	F	NA			20000	F
							To: Perry St									
1 Bus 460 Wythe St	City of Petersburg	0.15	9700	F	97%	1%	1%	1%	1%	0%	F	0.088	F		11000	F
							From: SR 36 Market St									
							Combined Traffic Estimates for 2 Parallel Roadways on this Route:									
			20000	F	96%	1%	1%	1%	1%	0%	F	NA			22000	F

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 1 460 36 Wythe St	City of Petersburg	0.20	9900	F	97%	1%	1%	1%	1%	0%	F	0.094	F	11000	F	
From: SR 36 Market St																
To: ALT US 301 Sycamore St																
ALT Bus 1 301 460 36 Wythe St	City of Petersburg	0.20	13000	F	97%	1%	1%	1%	1%	0%	F	0.088	F	14000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	F	96%	1%	2%	1%	1%	0%	F	NA		30000	F	
From: Bus US 460 Jefferson St																
To: Bus US 460 Wythe St																
ALT 1 301 Jefferson St	City of Petersburg	0.09	3100	F	97%	1%	1%	1%	1%	0%	F	0.089	F	0.756	3300	F
From: Bus US 460 Par, Washington St																
To: Bus US 460 Par, Washington St																
ALT 1 301 Jefferson St	City of Petersburg	0.26	650	F	97%	1%	1%	1%	1%	0%	F	0.104	F	0.734	710	F
From: Henry St																
To: Henry St																
ALT 1 301 3rd Street	City of Petersburg	0.05	340	F	97%	1%	1%	1%	1%	0%	F	0.131	F		380	F
From: US 301 Par, Bank St																
To: US 301 Par, Bank St																
ALT 1 301 3rd Street	City of Petersburg	0.05	350	F	97%	1%	1%	1%	1%	0%	F	0.102	F		380	F
From: US 301 Bollingbrook St																
To: US 301; 3RD STREET																
ALT 1 301 301 36 Bollingbrook St	City of Petersburg	0.08	3700	F	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4100	F
From: US 1 Par; US 301 Par; Bollingbrook St																
To: US 1 Par; US 301 Par; Bollingbrook St																
1 301 2nd Street	City of Petersburg	0.35	11000	G	99%	0%	0%	0%	0%	0%	F	NA		11000	G	
From: SCL Colonial Heights																
To: SCL Colonial Heights																
Bus 1 460 Washington St	City of Petersburg	0.31	9600	F	96%	1%	1%	1%	1%	0%	F	0.101	F	11000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	F	96%	1%	1%	1%	1%	0%	F	NA		20000	F	
From: 123-9025 West St																
To: 123-9025 West St																
Bus 1 460 Washington St	City of Petersburg	0.40	9500	F	96%	1%	1%	1%	1%	0%	F	0.096	F	10000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	F	96%	1%	1%	1%	1%	0%	F	NA		20000	F	
From: 123-9029 South St																
To: 123-9029 South St																
Bus 1 460 Washington St	City of Petersburg	0.27	10000	F	96%	1%	1%	1%	1%	0%	C	0.093	F	11000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	F	96%	1%	1%	1%	1%	0%	F	NA		22000	F	
From: Guarantee St																
To: Guarantee St																
Bus 1 460 Washington St	City of Petersburg	0.24	10000	F	96%	1%	1%	1%	1%	0%	F	0.094	F	11000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	F	96%	1%	1%	1%	1%	0%	F	NA		22000	F	
From: BUS US 460 Par; SR 36 Market St																
To: SR 36; Bus US 460 Par Washington St																
1 36 Market St	City of Petersburg	0.38	3500	F	98%	1%	1%	0%	0%	0%	C	0.099	F	0.508	3800	F
From: SR 36 Grove Ave																
To: SR 36; Market St																
1 36 Old St	City of Petersburg	0.13	3400	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.747	3800	F
From: Sycamore St																
To: Sycamore St																

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Dinwiddie Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
1 36 Sycamore St	From: Old St															
	To: Bollingbrook St	City of Petersburg	0.04	3700	F	98%	1%	1%	0%	0%	0%	F	0.085	F	0.771	4100
1 36 Bollingbrook St	From: Sycamore St															
	To: US 1, US 301 2nd St	City of Petersburg	0.10	3000	F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.777	3200
36 Fleet St	From: WCL Petersburg															
	To: Grove Ave	City of Petersburg	0.12	9800	F	99%	0%	1%	0%	0%	0%	C	0.1	F	0.523	10000
36 Grove Ave	From: Fleet St															
	To: US 1 Par, Market St	City of Petersburg	0.54	3000	F	97%	1%	1%	0%	0%	0%	C	0.096	F	0.628	3300
36 1 Market St	From: US 1															
	To: US 1 Par, BUS US 460 Par, Washington St	City of Petersburg	0.38	3500	F	98%	1%	1%	0%	0%	0%	C	0.099	F	0.508	3800
36 Market St	From: US 1, Bus US 460 Wythe St															
	To: ALT US 301 Sycamore St	City of Petersburg	0.11	3800	F	98%	0%	1%	0%	0%	0%	F	0.097	F	0.632	3900
36 1 Bus 460 Wythe St	From: ALT US 301 Sycamore St															
	To: Bus US 460	City of Petersburg	0.20	9900	F	97%	1%	1%	1%	1%	0%	F	0.094	F		11000
36 1 301 460 ALT Bus Wythe St	From: Bus US 460															
	To: I-85, I-95	City of Petersburg	0.20	13000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		14000
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 28000 F 96% 1% 2% 1% 1% 0% F NA 30000 F																
36 Bus 460 Wythe St	From: I-85, I-95															
	To: South Crater Rd	City of Petersburg	0.20	16000	F	97%	1%	1%	0%	1%	0%	C	0.093	F		17000
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 31000 F 95% 1% 2% 1% 2% 0% F NA 34000 F																
36 Bus 460 Wythe St	From: South Crater Rd															
	To: US 301, Bus US 460 Crater Rd	City of Petersburg	0.30	9800	F	97%	1%	1%	0%	1%	0%	F	0.08	F		11000
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 22000 F 95% 1% 2% 1% 2% 0% F NA 24000 F																
36 Wythe St	From: US 301, Bus US 460 Crater Rd															
	To: SR 36 Par, Washington St, Amelia St	City of Petersburg	0.43	9500	F	97%	0%	1%	0%	1%	0%	F	0.078	F		10000
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 20000 F 97% 0% 1% 0% 1% 0% F 0.083 F 0.595 22000 F																
36 Washington St	From: SR 36 Par, Washington St, Amelia St															
	To: SR 36 Par, Wythe St, Amelia St	City of Petersburg	0.87	21000	F	97%	0%	1%	0%	1%	0%	F	0.086	F	0.531	23000
36 Washington St	From: Puddledock Rd															
	To: Prince George County Line	City of Petersburg	0.58	14000	F	97%	0%	1%	0%	1%	0%	F	0.082	F	0.542	15000
36 1 Old St	From: SR 36, Market St															
	To: Sycamore St	City of Petersburg	0.13	3400	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.747	3800

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Dinwiddie Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
36 1 Sycamore St	City of Petersburg	0.04	3700	F	98%	1%	1%	0%	0%	0%	F	0.085	F	0.771	4100	F
36 1 Bollingbrook St	City of Petersburg	0.10	3000	F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.777	3200	F
36 301 1 301 ^{ALT} Bollingbrook St	City of Petersburg	0.08	3700	F	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4100	F
36 301 Bollingbrook St	City of Petersburg	0.15	3600	F	97%	0%	1%	0%	1%	0%	F	0.1	F		3900	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5500	F	97%	1%	1%	0%	1%	0%	F	0.096	F		6000	F
36 301 Bollingbrook St	City of Petersburg	0.23	3400	F	97%	0%	1%	0%	1%	0%	C	0.098	F	0.845	3700	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5700	F	97%	1%	1%	0%	1%	0%	C	0.099	F		6200	F
36 301 Crater Rd	City of Petersburg	0.14	3100	F	97%	0%	1%	0%	1%	0%	F	0.094	F		3400	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6700	G	97%	1%	1%	0%	1%	0%	F	NA			7300	G
36 301 Crater Rd	City of Petersburg	0.18	4100	F	96%	1%	1%	0%	0%	0%	F	0.097	F	0.556	4500	F
36 Washington St	City of Petersburg	0.18	11000	F	97%	0%	1%	0%	1%	0%	F	0.095	F		11000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	F	97%	0%	1%	0%	1%	0%	F	NA			22000	F
36 Washington St	City of Petersburg	0.25	10000	F	97%	0%	1%	0%	1%	0%	F	0.095	F		11000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	F	97%	0%	1%	0%	1%	0%	F	0.083	F	0.595	22000	F
40	Dinwiddie County	4.90	1000	F	90%	0%	1%	1%	8%	0%	F	0.09	F	0.512	1100	F
40	Dinwiddie County	6.15	1000	A	90%	0%	1%	1%	8%	0%	C	0.113	A	0.526	1000	A
40	Dinwiddie County	2.46	1600	F	90%	0%	1%	1%	8%	0%	F	0.091	F	0.581	1600	F
40	Town of McKenney (Maint: 26)	0.34	1600	N	90%	0%	1%	1%	8%	0%	N	0.091	N	0.581	1600	N
40	Town of McKenney (Maint: 26)	0.57	2500	F	90%	0%	1%	1%	8%	0%	F	0.085	F	0.591	2600	F
40	Town of McKenney (Maint: 26)	0.43	2600	F	90%	0%	1%	1%	8%	0%	F	0.086	F	0.641	2600	F

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2005
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Dinwiddie Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: ECL McKenney															
	Dinwiddie County	0.14	2600	N	90%	0%	1%	1%	8%	0%	N	0.086	N	0.641	2600	N
	To: I-85 East of McKenney															
	Dinwiddie County	0.56	1900	F	87%	1%	1%	1%	11%	0%	F	0.080	F	0.578	2000	F
	To: 26-692															
	Dinwiddie County	5.15	1000	A	87%	1%	1%	1%	11%	0%	C	0.111	A	0.563	1000	A
	To: 26-609															
	Dinwiddie County	2.04	1100	F	87%	1%	1%	1%	11%	0%	F	0.086	F	0.515	1100	F
	To: 26-619															
	Dinwiddie County	5.19	1200	F	87%	1%	1%	1%	11%	0%	F	0.086	F	0.506	1200	F
	To: Sussex County Line															
North 	From: Brunswick County Line															
	Dinwiddie County	2.38	11000	F	72%	1%	1%	1%	23%	2%	F	0.064	F		10000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		24000	F	75%	1%	1%	1%	22%	2%	F	0.069	F	0.566	21000	F
	To: SR 40															
North 	From: SR 40															
	Dinwiddie County	5.95	11000	F	81%	1%	1%	1%	16%	1%	F	0.062	F		11000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	F	81%	1%	1%	1%	16%	1%	F	0.069	F	0.548	21000	F
	To: 26-650															
North 	From: 26-650															
	Dinwiddie County	4.88	12000	F	81%	1%	1%	1%	16%	1%	F	0.065	F		11000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	F	81%	1%	1%	1%	16%	1%	F	0.068	F	0.575	22000	F
	To: 26-703															
North 	From: 26-703															
	Dinwiddie County	8.81	13000	B	81%	1%	1%	1%	16%	1%	C	0.116	A		12000	B
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	B	81%	1%	1%	1%	16%	1%	C	0.102	A	0.522	25000	B
	To: US 460															
North 	From: US 460															
	Dinwiddie County	1.48	20000	F	81%	1%	1%	1%	16%	1%	F	0.081	F		18000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	F	81%	1%	1%	1%	16%	1%	F	0.074	F	0.579	36000	F
	To: US 1															
North 	From: US 1															
	Dinwiddie County	1.18	27000	F	81%	1%	1%	1%	16%	1%	F	0.086	F		25000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		53000	F	81%	1%	1%	1%	16%	1%	F	0.077	F	0.561	49000	F
	To: SCL Petersburg Squirrel Level Rd															
North 	From: SCL Petersburg Squirrel Level Rd															
	City of Petersburg (Maint: 26)	1.01	27000	F	81%	1%	1%	1%	16%	1%	F	0.086	F		25000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		53000	F	81%	1%	1%	1%	16%	1%	F	NA		49000	F	
	To: Squirrel Level Road															
North 	From: Squirrel Level Road															
	City of Petersburg (Maint: 26)	2.57	30000	F	81%	1%	1%	1%	16%	1%	F	0.087	F		29000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		57000	F	81%	1%	1%	1%	16%	1%	F	0.078	F	0.53	53000	F
	To: I-95															

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Dinwiddie Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
South 85	From: Brunswick County Line Dinwiddie County	2.78	13000	F	77%	1%	1%	0%	20%	1%	F	0.074	F	11000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		24000	F	75%	1%	1%	1%	22%	2%	F	0.069	F	21000	F	
South 85	To: SR 40 Dinwiddie County	5.95	11000	F	81%	1%	1%	1%	16%	1%	F	0.078	F	10000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	F	81%	1%	1%	1%	16%	1%	F	0.069	F	21000	F	
South 85	To: 26-650 Dinwiddie County	4.95	12000	F	81%	1%	1%	1%	16%	1%	F	0.084	F	11000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	F	81%	1%	1%	1%	16%	1%	F	0.068	F	22000	F	
South 85	To: 26-703 Dinwiddie County	8.36	13000	A	81%	1%	1%	1%	16%	1%	C	0.107	A	12000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	B	81%	1%	1%	1%	16%	1%	C	0.102	A	25000	B	
South 85 460	To: US 460 Dinwiddie County	1.83	20000	F	81%	1%	1%	1%	16%	1%	F	0.085	F	18000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	F	81%	1%	1%	1%	16%	1%	F	0.074	F	36000	F	
South 85 460	To: US 1 Dinwiddie County	0.81	26000	F	81%	1%	1%	1%	16%	1%	F	0.086	F	24000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		53000	F	81%	1%	1%	1%	16%	1%	F	0.077	F	49000	F	
South 85 460	To: SCL Petersburg Squirrel Level Rd From: SCL Petersburg City of Petersburg (Maint: 26)	1.25	26000	F	81%	1%	1%	1%	16%	1%	F	0.086	F	24000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		53000	F	81%	1%	1%	1%	16%	1%	F	NA		49000	F	
South 85 460	To: Squirrel Level Road From: City of Petersburg (Maint: 26)	2.72	27000	F	81%	1%	1%	1%	16%	1%	F	0.088	F	24000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		57000	F	81%	1%	1%	1%	16%	1%	F	0.078	F	53000	F	
North 95	To: I-95 From: Rives Rd City of Petersburg (Maint: 74)	1.15	15000	F	82%	1%	1%	0%	15%	0%	F	0.076	F	13000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	F	83%	1%	1%	0%	15%	0%	F	0.075	F	27000	F	
North 95	To: Wagner Rd From: City of Petersburg (Maint: 74)	2.79	20000	F	82%	1%	1%	0%	15%	0%	F	0.079	F	18000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	F	83%	1%	1%	0%	15%	0%	F	0.079	F	35000	F	
North 95	To: US 460 West St From: City of Petersburg (Maint: 74)	0.50	20000	N	82%	1%	1%	0%	15%	0%	N	0.079	N	18000	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	N	83%	1%	1%	0%	15%	0%	N	NA		35000	N	
	To: I-85															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North 95	From: I-85															
	City of Petersburg (Maint: 26)	0.44	40000	F	89%	1%	1%	1%	8%	0%	F	0.08	F	41000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		78000	F	89%	1%	1%	1%	8%	0%	F	0.077	F	0.532	78000	F
North 95	From: US 301, Bus US 460 Washington St															
	City of Petersburg (Maint: 26)	0.64	52000	F	89%	1%	1%	1%	8%	0%	F	0.078	F	52000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		98000	F	89%	1%	1%	1%	8%	0%	F	0.079	F	0.512	98000	F
South 95	From: SCL Petersburg															
	City of Petersburg (Maint: 74)	0.34	13000	F	83%	1%	1%	1%	15%	0%	F	0.078	F	11000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		24000	F	83%	1%	1%	0%	15%	0%	F	NA		21000	F	
South 95	From: Rives Rd															
	City of Petersburg (Maint: 74)	1.22	16000	F	83%	1%	1%	1%	15%	0%	F	0.081	F	14000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	F	83%	1%	1%	0%	15%	0%	F	0.075	F	0.558	27000	F
South 95	From: Wagner Rd															
	City of Petersburg (Maint: 74)	2.29	19000	F	83%	1%	1%	1%	15%	0%	F	0.08	F	17000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	F	83%	1%	1%	0%	15%	0%	F	0.079	F	0.505	35000	F
South 95	From: US 460 County Rd; US 301 Crater Rd															
	City of Petersburg (Maint: 74)	0.53	19000	N	83%	1%	1%	1%	15%	0%	N	0.08	N	17000	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	N	83%	1%	1%	0%	15%	0%	N	NA		35000	N	
South 95	From: I-85															
	City of Petersburg (Maint: 26)	0.66	38000	F	89%	1%	1%	1%	9%	0%	F	0.075	F	38000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		78000	F	89%	1%	1%	1%	8%	0%	F	0.077	F	0.532	78000	F
South 95	From: US 301, Bus US 460 Washington St															
	City of Petersburg (Maint: 26)	0.48	46000	F	89%	1%	1%	1%	9%	0%	F	0.08	F	46000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		98000	F	89%	1%	1%	1%	8%	0%	F	0.079	F	0.512	98000	F
106 Courthouse Rd	From: US 460 County Rd															
	City of Petersburg	0.10	7200	F	95%	0%	1%	1%	3%	0%	F	0.104	F	0.508	7900	F
109 Hickory Hill Rd	From: US 460 County Rd															
	City of Petersburg	0.88	7100	F	99%	0%	0%	0%	0%	0%	C	0.111	F	0.803	7700	F
109 Hickory Hill Rd	From: ECL Petersburg															
	City of Petersburg	0.03	7100	N	99%	0%	0%	0%	0%	0%	N	0.111	N	0.803	7700	N
142 Simpson Rd	From: US 1 Boynton Plank Rd															
	Dinwiddie County	1.27	2500	F	93%	0%	1%	1%	5%	0%	C	0.131	F	0.806	2600	F

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
142 Boydton Plank Rd	From: WCL Petersburg City of Petersburg	0.16	2900	F	96%	0%	1%	1%	1%	0%	F	0.101	F	0.63	3100	F
142 Boydton Plank Rd	To: Dupuy Rd City of Petersburg	1.24	2700	F	96%	0%	1%	1%	1%	0%	C	0.104	F	0.642	3000	F
142 Halifax Rd	To: Rt 604 Halifax Rd City of Petersburg	0.06	5300	F	96%	0%	1%	1%	1%	0%	F	0.087	F	0.532	5800	F
	To: CSX RR															
226 Cox Rd	From: US 460 Cox Rd Dinwiddie County	3.38	4400	F	95%	1%	1%	3%	1%	0%	C	0.1	F	0.604	4800	F
	To: US 1 West of Petersburg															
301 Crater Rd	From: SCL Petersburg City of Petersburg	0.21	7900	F	98%	0%	1%	0%	0%	0%	C	0.101	F	0.596	8600	F
301 Crater Rd	To: Rives Rd City of Petersburg	0.90	9200	F	98%	0%	1%	0%	0%	0%	C	0.102	F	0.546	10000	F
301 Crater Rd	To: Wagner Rd City of Petersburg	0.43	20000	F	98%	0%	1%	0%	0%	0%	F	0.094	F	0.500	22000	F
301 Crater Rd	To: Flank Rd City of Petersburg	0.87	22000	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.523	24000	F
301 Crater Rd	To: ALT US 301 Sycamore St City of Petersburg	0.26	15000	F	98%	0%	1%	0%	0%	0%	C	0.089	F	0.537	16000	F
301 Crater Rd	To: South Blvd City of Petersburg	0.73	21000	F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.52	22000	F
Bus 301 460 Crater Rd	From: I-95, Bus US 460 City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	1%	0%	0%	0%	N	0.084	N	0.525	12000	N
Bus 301 460 Crater Rd	To: I-95; Bus US 460 Par, Winfield Rd From: Maintenance Jurisdiction Change	0.98	11000	F	96%	1%	1%	0%	0%	0%	C	0.084	F	0.525	12000	F
Bus 301 460 Crater Rd	To: SR 36, Bus US 460 Wythe St From:	0.10	7500	F	96%	1%	1%	0%	0%	0%	F	0.083	F	0.538	8100	F
301 36 Crater Rd	To: SR 36 Par, Bus US 460 Par, Washington St From:	0.18	4100	F	96%	1%	1%	0%	0%	0%	F	0.097	F	0.556	4500	F
301 36 Crater Rd	To: US 301 Par, Bank St From:	0.14	3100	F	97%	0%	1%	0%	1%	0%	F	0.094	F		3400	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6700	G	97%	1%	1%	0%	1%	0%	F	NA			7300	G
301 36 Bollingbrook St	To: Bollingbrook St From: Crater Rd	0.23	3400	F	97%	0%	1%	0%	1%	0%	C	0.098	F	0.845	3700	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		5700	F	97%	1%	1%	0%	1%	0%	C	0.099	F		6200	F
	To: 5th St															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
301 36 Bollingbrook St	From: 5th St	City of Petersburg	0.15	3600	F	97%	0%	1%	0%	1%	0%	F	0.1	F	3900	F	
	To: 3rd St		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	5500	F	97%	1%	1%	0%	1%	0%	F	0.096	F	6000	F	
301 1 ALT 301 36 Bollingbrook St	From: US 1, ALT US 301 3rd St	City of Petersburg	0.08	3700	F	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4100	F
	To: US 1 Par, 2nd St																
301 1 2nd Street	From: N RT 1	City of Petersburg	0.35	11000	G	99%	0%	0%	0%	0%	0%	F	NA		11000	G	
	To: SCL Colonial Heights																
301 36 Bank St	From: US 301 Crater St	City of Petersburg	0.24	2300	F	96%	1%	1%	1%	1%	0%	C	0.1	F	2500	F	
	To: 5th St		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	5700	F	97%	1%	1%	0%	1%	0%	C	0.099	F	6200	F	
301 36 Bank St	From: 5th St	City of Petersburg	0.15	1900	F	96%	1%	1%	1%	1%	0%	F	0.097	F	2100	F	
	To: 3rd St		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	5500	F	97%	1%	1%	0%	1%	0%	F	0.096	F	6000	F	
301 1 ALT 301 36 Bank St	From: ALT US 301 Par, 2nd St	City of Petersburg	0.09	1900	F	96%	1%	1%	1%	1%	0%	F	0.095	F	2000	F	
	To: ALT US 301 Par, Bank St		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	5600	F	97%	1%	1%	0%	1%	0%	F	NA		6100	F	
301 36 2nd Street	From: ALT US 301 Par, Bank St	City of Petersburg	0.06	3700	G	96%	1%	1%	1%	1%	0%	F	NA		3900	G	
	To: US 1, US 301 Bollingbrook St		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	6700	G	97%	1%	1%	0%	1%	0%	F	NA		7300	G	
ALT 301 Sycamore St	From: US 301 Crater Rd	City of Petersburg	0.30	8500	F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.538	9200	F
	To: South Blvd																
ALT 301 Sycamore St	From: North Blvd	City of Petersburg	0.95	6100	F	98%	1%	1%	0%	0%	0%	C	0.090	F	0.536	6700	F
	To: Graham Rd																
ALT 301 Sycamore St	From: US 1 Wythe St	City of Petersburg	0.56	11000	F	98%	1%	1%	0%	0%	0%	F	0.084	F	0.541	12000	F
	To: US 1																
ALT 301 1 Bus 460 36 Wythe St	From: Bus US 460 Jefferson St	City of Petersburg	0.20	13000	F	97%	1%	1%	1%	1%	0%	F	0.088	F	14000	F	
	To: Bus US 460 Wythe St		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	28000	F	96%	1%	2%	1%	1%	0%	F	NA		30000	F	
ALT 301 1 Jefferson St	From: Bus US 460 Par, Washington St	City of Petersburg	0.09	3100	F	97%	1%	1%	1%	1%	0%	F	0.089	F	0.756	3300	F
	To: 5th St																

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW		
							2Axle	3+Axle	1Trail	2Trail								
ALT 301 1 Jefferson St	From: Bus US 460 Par, Washington St City of Petersburg	0.26	650	F	97%	1%	1%	1%	1%	0%	F	0.104	F	0.734	710	F		
	To: Henry St																	
ALT 301 1 3rd Street	From: City of Petersburg	0.05	340	F	97%	1%	1%	1%	1%	0%	F	0.131	F		380	F		
	To: US 301 Par, Bank St																	
ALT 301 1 3rd Street	From: City of Petersburg	0.05	350	F	97%	1%	1%	1%	1%	0%	F	0.102	F		380	F		
	To: US 301 Bollingbrook St																	
ALT 301 301 1 36 Bollingbrook St	From: City of Petersburg	0.08	3700	F	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4100	F		
	To: US 301																	
ALT 301 Sycamore St	From: City of Petersburg	0.09	6600	F	98%	0%	1%	1%	1%	0%	F	0.090	F	0.576	7200	F		
	To: Bus US 460 Washington St																	
ALT Bus Bus 301 460 460 36 Washington St	From: City of Petersburg	0.09	15000	F	95%	1%	2%	1%	1%	0%	F	0.079	F		16000	F		
	To: Bus US 460 Par																	
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	F	96%	1%	2%	1%	1%	0%	F	NA		30000	F
ALT 301 Adams St	From: City of Petersburg	0.06	7100	F	98%	0%	1%	1%	1%	0%	F	0.090	F	0.642	7700	F		
	To: Franklin St																	
ALT 301 Adams St	From: City of Petersburg	0.16	4700	G	98%	0%	1%	1%	1%	0%	F	NA			5100	G		
	To: Henry St																	
ALT 301 Henry St	From: City of Petersburg	0.04	3100	G	98%	0%	1%	1%	1%	0%	F	NA			3400	G		
	To: Adams St																	
ALT 301 Second St	From: City of Petersburg	0.05	2800	G	98%	0%	1%	1%	1%	0%	F	NA			3000	G		
	To: Second St																	
	To: Henry St																	
	To: US 301 P Bank St																	
460	From: Dinwiddie County	6.80	5900	F	82%	1%	1%	3%	14%	0%	F	0.077	F	0.553	5900	F		
	To: Nottoway County Line																	
460	From: Dinwiddie County	2.99	6000	F	82%	1%	1%	3%	14%	0%	F	0.077	F	0.573	6000	F		
	To: 26-625																	
460	From: Dinwiddie County	2.32	6700	B	82%	1%	1%	3%	14%	0%	C	0.098	A	0.579	6700	B		
	To: 26-602																	
460	From: Dinwiddie County	3.29	7000	F	82%	1%	1%	3%	14%	0%	F	0.079	F	0.603	7000	F		
	To: 26-611																	
460	From: Dinwiddie County	2.36	7700	F	82%	1%	1%	3%	14%	0%	F	0.076	F	0.597	7700	F		
	To: 26-627																	
460 New Cox Rd	From: Dinwiddie County	2.12	9300	F	82%	1%	1%	3%	14%	0%	F	0.081	F	0.639	9300	F		
	To: 26-628 Tranquility Lane																	
460 Cox Rd	From: Dinwiddie County	2.12	9300	F	82%	1%	1%	3%	14%	0%	F	0.081	F	0.639	9300	F		
	To: 26-631 Claiborne Rd																	

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
460 Cox Rd	Dinwiddie County	0.25	12000	F	82%	1%	1%	3%	14%	0%	F	0.08	F	0.653	12000	F	
460 Cox Road	Dinwiddie County	2.00	12000	F	82%	1%	1%	3%	14%	0%	F	0.081	F	0.658	12000	F	
460 Cox Rd	Dinwiddie County	0.61	15000	F	82%	1%	1%	3%	14%	0%	F	0.075	F	0.554	15000	F	
460 Cox Rd	Dinwiddie County	0.18	16000	F	82%	1%	1%	3%	14%	0%	F	0.075	F	0.557	16000	F	
460 Airport St	Dinwiddie County	1.21	15000	F	82%	1%	1%	3%	14%	0%	F	0.075	F	0.57	15000	F	
460 85	Dinwiddie County	1.48	See I-85 for directional traffic volume estimates for this segment.				1%	1%	1%	16%	1%	F	0.074	F	0.579	36000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			39000	F	81%	1%	1%	1%	16%	1%	F	0.074	F	0.579	36000	F	
460 85	Dinwiddie County	1.18	See I-85 for directional traffic volume estimates for this segment.				1%	1%	1%	16%	1%	F	0.077	F	0.561	49000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			53000	F	81%	1%	1%	1%	16%	1%	F	0.077	F	0.561	49000	F	
460 85	City of Petersburg (Maint: 26)	1.01	See I-85 for directional traffic volume estimates for this segment.				1%	1%	1%	16%	1%	F	NA		49000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			53000	F	81%	1%	1%	1%	16%	1%	F	NA		49000	F		
460 85	City of Petersburg (Maint: 26)	2.57	See I-85 for directional traffic volume estimates for this segment.				1%	1%	1%	16%	1%	F	0.078	F	0.53	53000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			57000	F	81%	1%	1%	1%	16%	1%	F	0.078	F	0.53	53000	F	
460 County Dr	City of Petersburg	2.64	9800	A	88%	1%	1%	1%	9%	0%	C	0.098	A	0.538	10000	A	
460 County Dr	City of Petersburg	0.34	13000	F	88%	1%	1%	1%	9%	0%	F	0.088	F	0.556	14000	F	
Bus 460 Airport St	Dinwiddie County	0.17	7200	F	98%	0%	1%	1%	1%	0%	F	0.095	F	0.714	7900	F	
Bus 460 1 Boydton Plank Rd	Dinwiddie County	1.70	13000	F	96%	1%	1%	0%	1%	0%	F	0.114	F	0.704	14000	F	
Bus 460 1 Boydton Plank Rd	Dinwiddie County	1.22	14000	F	98%	0%	1%	1%	1%	0%	F	0.087	F	0.523	15000	F	
Bus 460 1	Dinwiddie County	0.45	13000	A	98%	0%	1%	1%	1%	0%	C	0.107	A	0.578	14000	A	

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 1 Washington St	From: WCL Petersburg City of Petersburg	0.40	13000	F	98%	0%	1%	1%	1%	0%	F	0.09	F	0.569	14000	F
Bus 460 1 Washington St	To: Summit St From: City of Petersburg	0.18	14000	F	98%	0%	1%	1%	1%	0%	F	0.093	F	0.556	15000	F
Bus 460 1 Washington St	To: Elm St From: City of Petersburg	0.57	16000	F	97%	1%	1%	1%	1%	0%	F	0.093	F	0.506	17000	F
Bus 460 1 Wythe St	To: US 1 Par, Wythe St From: US 1 Par, Washington St; Battersea Lane City of Petersburg	1.08	8500	F	97%	1%	1%	1%	1%	0%	C	0.082	F		9300	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	F	96%	1%	1%	1%	1%	0%	F	NA			20000	F
Bus 460 1 Wythe St	To: Perry St From: City of Petersburg	0.15	9700	F	97%	1%	1%	1%	1%	0%	F	0.088	F		11000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	F	96%	1%	1%	1%	1%	0%	F	NA			22000	F
Bus 460 1 36 Wythe St	To: SR 36 Market St From: City of Petersburg	0.20	9900	F	97%	1%	1%	1%	1%	0%	F	0.094	F		11000	F
Bus 460 1 ALT 301 36 Wythe St	To: ALT US 301 Sycamore St From: City of Petersburg	0.20	13000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	F	96%	1%	2%	1%	1%	0%	F	NA			30000	F
Bus 460 36 Wythe St	To: US 1 Jefferson St From: City of Petersburg	0.20	16000	F	97%	1%	1%	0%	1%	0%	C	0.093	F		17000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	F	95%	1%	2%	1%	2%	0%	F	NA			34000	F
Bus 460 36 Wythe St	To: I-85, I-95 From: City of Petersburg	0.30	9800	F	97%	1%	1%	0%	1%	0%	F	0.08	F		11000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			22000	F	95%	1%	2%	1%	2%	0%	F	NA			24000	F
Bus 460 301 Crater Rd	To: SR 36; US 301 Crater Rd From: SR 36; US 301 Wythe St City of Petersburg	0.98	11000	F	96%	1%	1%	0%	0%	0%	C	0.084	F	0.525	12000	F
Bus 460 301 Crater Rd	To: Maintenance Jurisdiction Change From: I-95; BUS US 460 Par, Winfield Rd City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	1%	0%	0%	0%	N	0.084	N	0.525	12000	N
Bus 460 1 Washington St	To: US 301 Crater Rd From: US 1 Wythe St Battersea Lane City of Petersburg	0.31	9600	F	96%	1%	1%	1%	1%	0%	F	0.101	F		11000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	F	96%	1%	1%	1%	1%	0%	F	NA			20000	F
Bus 460 1 Washington St	To: 123-9025 West St From: City of Petersburg	0.40	9500	F	96%	1%	1%	1%	1%	0%	F	0.096	F		10000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	F	96%	1%	1%	1%	1%	0%	F	NA			20000	F
			To: 123-9029 South St													

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 1 Washington St	From: 123-9029 South St City of Petersburg	0.27	10000	F	96%	1%	1%	1%	1%	0%	C	0.093	F	11000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	F	96%	1%	1%	1%	1%	0%	F	NA		22000	F	
Bus 460 1 Washington St	To: Guarantee St City of Petersburg	0.24	10000	F	96%	1%	1%	1%	1%	0%	F	0.094	F	11000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	F	96%	1%	1%	1%	1%	0%	F	NA		22000	F	
Bus 460 36 Washington St	To: North Market St From: US 1 Par; SR 36 Market St City of Petersburg	0.19	12000	F	95%	1%	2%	1%	1%	0%	C	0.083	F	13000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			22000	F	96%	1%	2%	1%	1%	0%	F	NA		24000	F	
Bus 460 ALT 301 36 Washington St	From: ALT US 301 Par, Sycamore St City of Petersburg	0.09	15000	F	95%	1%	2%	1%	1%	0%	F	0.079	F	16000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	F	96%	1%	2%	1%	1%	0%	F	NA		30000	F	
Bus 460 ALT 301 36 Washington St	To: ALT US 301 Par, Adams St City of Petersburg	0.10	15000	F	95%	1%	2%	1%	1%	0%	F	0.084	F	16000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			27000	F	96%	1%	2%	1%	1%	0%	F	NA		30000	F	
Bus 460 36 Washington St	To: US 1 Jefferson St City of Petersburg	0.24	16000	F	94%	1%	2%	1%	2%	0%	F	0.083	F	17000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	F	95%	1%	2%	1%	2%	0%	F	NA		34000	F	
Bus 460 36 Washington St	To: I-95 City of Petersburg	0.24	13000	F	94%	1%	2%	1%	2%	0%	C	0.088	F	14000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			22000	F	95%	1%	2%	1%	2%	0%	F	NA		24000	F	
Bus 460 301 Crater Rd	To: US 301 Crater Rd City of Petersburg	0.10	7500	F	96%	1%	1%	0%	0%	0%	F	0.083	F	0.538	8100	F
Bus 460 301 Crater Rd	To: SR 36, BUS US 460 Wythe St City of Petersburg	0.98	11000	F	96%	1%	1%	0%	0%	0%	C	0.084	F	0.525	12000	F
Bus 460 Winfield Rd	To: Maintenance Jurisdiction Change From: US 301 Crater Rd City of Petersburg	0.43	1400	F	96%	1%	1%	1%	2%	0%	C	0.087	F	0.971	1500	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1400	F								NA		NA		
Bus 460 Winfield Rd	To: State Maintenance Boundary From: City of Petersburg (Maint: 26)	0.09	1400	F	96%	1%	1%	1%	2%	0%	C	0.087	F	0.971	1500	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1400	F								NA		NA		
	To: US 460 County Rd															

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(F80)	0.21	NA														
(F81)	1.24	NA														
(F82)	0.20	NA														
(F83)	0.10	NA														
(F273) Mine Mountain Road	0.14	NA														
(F290)	0.51	NA														
City of Petersburg																
(F329)	0.17	NA														
(F330)	2.93	NA														
(F331)	0.78	NA														
Dinwiddie County																
(F804)	0.19	NA														
(F805)	0.10	NA														
(F806)	0.50	NA														
(F855)	0.26	NA														
(600) Ferndale Rd	0.88	9900	F	99%	0%	0%	0%	0%	0%	C	0.090	F	0.602	11000	F	2005
(600)	0.53	6500	F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.538	7100	F	2005
(601) River Road	0.52	690	F	98%	0%	1%	0%	0%	0%	F	0.101	F	0.697	760	F	2005
(601) River Rd	3.25	1500	F	98%	0%	1%	0%	0%	0%	F	0.096	F	0.674	1600	F	2005
(601) River Rd	1.92	3200	F	98%	0%	1%	0%	0%	0%	C	0.099	F	0.607	3500	F	2005
(602)	0.20	90	R													09/26/2002

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(603) Weakley Rd	0.50	1500	R								NA		NA			08/15/2002
(603) Sterling Rd	0.23	1600	F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.667	1800	F	2005
(603) Sterling Rd	0.68	1600	F	98%	1%	1%	0%	0%	0%	C	0.094	F	0.582	1800	F	2005
(603) Sterling Rd	0.27	1500	F	98%	1%	1%	0%	0%	0%	F	0.099	F	0.571	1600	F	2005
(604) Halifax Rd	1.87	510	F	97%	1%	0%	1%	1%	0%	F	0.094	F	0.602	530	F	2005
(604) Halifax Rd	2.96	980	F	97%	1%	0%	1%	1%	0%	F	0.105	F	0.726	1000	F	2005
(604) Halifax Rd	1.77	1500	F	97%	1%	0%	1%	1%	0%	F	0.093	F	0.687	1500	F	2005
(604) Halifax Rd	0.60	1400	F	97%	1%	0%	1%	1%	0%	F	0.094	F	0.666	1600	F	2005
(604) Halifax Rd	0.63	1800	F	97%	1%	0%	1%	1%	0%	C	0.096	F	0.632	2000	F	2005
(605) Hunnicut Rd	2.53	620	R								NA		NA			08/13/2002
(605) Old Vaughan Rd	3.20	390	R								NA		NA			08/13/2002
(605)	0.08	850	F	96%	3%	1%	0%	0%	0%	C	0.107	F	0.592	870	F	2005
(605) Old Stage Rd	0.50	630	R								NA		NA			08/13/2002
(605) Monks Neck Rd	4.49	260	R								NA		NA			08/13/2002
(605) Ellington Rd	1.40	280	R								NA		NA			06/08/2005
(606) Reams Dr	2.00	290	R								NA		NA			08/13/2002
(606) Oak Grove Rd	1.40	320	R								NA		NA			08/13/2002
(607) Butler Branch Rd	1.50	250	R								NA		NA			08/13/2002
(608)	0.46	130	R								NA		NA			09/26/2002
(609)	0.80	190	R								NA		NA			10/03/2002
(609) Cherryhill Rd	3.40	60	R								NA		NA			06/08/2005
(609)	0.70	190	R								NA		NA			10/03/2002

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						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
609	Cherry Hill Rd	2.30	30	R										NA	NA	06/08/2005	
609		1.58	100	R										NA	NA	10/03/2002	
609	Old Stage Rd	2.90	160	R										NA	NA	06/08/2005	
609		2.20	320	F	96%	2%	1%	0%	1%	0%	C	0.116	F	0.711	320	F	2005
610		1.40	160	F	95%	4%	1%	0%	0%	0%	C	0.126	F	0.64	170	F	2005
610	Old White Oak Rd	0.50	160	F	95%	4%	1%	0%	0%	0%	F	0.151	F	0.542	160	F	2005
610		0.20	220	R										NA	NA	10/03/2002	
610		2.40	180	R										NA	NA	10/03/2002	
610		1.40	100	R										NA	NA	10/03/2002	
610		1.20	300	R										NA	NA	10/03/2002	
610		2.30	220	R										NA	NA	10/03/2002	
610		0.90	210	R										NA	NA	10/03/2002	
611	Wilkinson Rd	3.44	590	F	96%	2%	1%	0%	0%	0%	C	0.103	F	0.815	600	F	2005
611		1.82	230	F	96%	2%	1%	0%	0%	0%	F	0.123	F	0.523	240	F	2005
611		3.25	150	F	96%	2%	1%	0%	0%	0%	F	0.14	F	0.524	150	F	2005
611		0.15	1100	R										NA	NA	10/03/2002	
611		0.92	920	R										NA	NA	10/03/2002	
611		0.79	380	R										NA	NA	10/03/2002	
611		0.99	280	R										NA	NA	10/03/2002	
611		3.08	390	R										NA	NA	10/03/2002	
611		0.36	260	R										NA	NA	10/03/2002	
611		1.45	200	R										NA	NA	10/03/2002	
612	Harpers Bridge Rd	0.10	230	F	96%	2%	1%	1%	0%	0%	F	0.130	F	0.768	240	F	2005

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(612)	0.77	340	F	96%	2%	1%	1%	0%	0%	C	0.137	F	0.592	350	F	2005
(613)	1.12	190	R								NA		NA			10/04/2002
(613)	1.92	200	R								NA		NA			10/04/2002
(613)	1.82	160	R								NA		NA			10/04/2002
(613)	7.37	210	F	95%	2%	2%	0%	1%	0%	C	0.113	F	0.519	220	F	2005
(613)	0.93	320	F	95%	2%	2%	0%	1%	0%	F	0.113	F	0.75	330	F	2005
(613)	1.13	290	R								NA		NA			10/04/2002
(613)	1.93	440	R								NA		NA			10/04/2002
(613)	3.27	440	R								NA		NA			10/04/2002
(613) White Oak Rd	1.38	360	R								NA		NA			10/04/2002
(613) White Oak Rd	1.26	590	R								NA		NA			10/04/2002
(613) White Oak Rd	1.77	1200	F	95%	2%	2%	0%	1%	0%	F	0.096	F	0.504	1200	F	2005
(613) White Oak Rd	1.71	1200	F	95%	2%	2%	0%	1%	0%	F	0.094	F	0.662	1300	F	2005
(613) Dabney Mill Rd	1.70	800	F	94%	2%	1%	1%	1%	0%	C	0.105	F	0.6	820	F	2005
(613) Dabney Mill Rd	1.22	440	F	94%	2%	1%	1%	1%	0%	F	0.110	F	0.588	450	F	2005
(613) Dabney Mill Rd	0.51	450	F	94%	2%	1%	1%	1%	0%	F	0.108	F	0.519	460	F	2005
(613) Squirrel Level Rd	1.43	310	F	94%	2%	1%	1%	1%	0%	F	0.104	F	0.64	320	F	2005
(613) Squirrel Level Rd	0.86	370	F	94%	2%	1%	1%	1%	0%	F	0.11	F	0.571	380	F	2005
(613) Squirrel Level Rd	1.39	980	F	94%	2%	1%	1%	1%	0%	F	0.109	F	0.588	1000	F	2005
(613) Squirrel Level Rd	0.43	1100	F	94%	2%	1%	1%	1%	0%	F	0.108	F	0.624	1100	F	2005
(613) Squirrel Level Rd	0.56	710	F	94%	2%	1%	1%	1%	0%	F	0.109	F	0.719	720	F	2005
(613) Squirrel Level Rd	1.03	750	F	98%	1%	1%	0%	0%	0%	C	0.098	F	0.717	770	F	2005
(614)	1.23	240	R								NA		NA			08/14/2002

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						2Axle	3+Axle	1Trail	2Trail							
Town of McKenney																
(614)	0.30	240	R											NA		08/14/2002
Dinwiddie County																
(615) Blue Tartan Rd	0.42	60	R											NA		05/02/2005
(615) Blue Tartan Rd	0.90	220	R											NA		05/02/2005
(616) Ridge Rd	2.20	80	R											NA		06/08/2005
(616)	1.90	70	R											NA		10/04/2002
(617)	1.50	430	R											NA		10/04/2002
(617)	1.70	340	R											NA		10/04/2002
(618) Halligan Park Rd	1.20	290	R											NA		10/04/2002
(618) Halligan Park Rd	2.82	590	R											NA		10/04/2002
(619)	3.59	410	F	98%	1%	1%	0%	1%	0%	F	0.128	F	0.569	420	F	2005
(619) Courthouse Rd	7.05	530	F	98%	1%	1%	0%	1%	0%	F	0.112	F	0.775	540	F	2005
(619) Courthouse Rd	0.86	1300	F	98%	1%	1%	0%	1%	0%	F	0.092	F	0.532	1300	F	2005
(619) Courthouse Rd	1.06	1200	F	98%	1%	1%	0%	1%	0%	F	0.098	F	0.646	1200	F	2005
(619) Courthouse Rd	0.25	1400	F	98%	1%	1%	0%	1%	0%	F	0.09	F	0.68	1500	F	2005
(619) Courthouse Rd	0.59	1500	F	98%	1%	1%	0%	1%	0%	C	0.089	F	0.632	1600	F	2005
(620) Foster Rd	1.20	30	R											NA		05/12/2005
(620)	1.80	430	R											NA		10/04/2002
(620) White Oak Church Rd	1.90	50	R											NA		05/12/2005
(621) Clay Street Rd	1.60	310	R											NA		06/08/2005
(621) Clay Street Rd	0.40	220	R											NA		06/08/2005
(622) Baltimore Rd	1.60	40	R											NA		05/12/2005

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(622) Baltimore Rd	3.70	40	R								NA			NA		05/12/2005
(622)	0.80	90	R								NA			NA		10/04/2002
(622)	3.50	740	F	94%	1%	1%	1%	3%	0%	C	0.105	F	0.733	750	F	2005
(622)	1.66	330	R								NA			NA		10/04/2002
(622)	2.10	980	R								NA			NA		10/04/2002
(623)	2.00	450	R								NA			NA		10/04/2002
(623) Sutherland Rd	3.28	760	R								NA			NA		10/04/2002
(623) Sutherland Rd	0.62	1600	R								NA			NA		10/04/2002
(623) Station Rd	0.42	430	R								NA			NA		10/04/2002
(623) Station Rd	0.68	380	R								NA			NA		10/04/2002
(624)	2.60	180	R								NA			NA		10/04/2002
(624)	3.80	590	R								NA			NA		10/04/2002
(624)	6.00	500	R								NA			NA		10/04/2002
(625)	3.52	340	R								NA			NA		10/04/2002
(626) Flatfoot Rd	5.67	130	F	97%	1%	1%	1%	1%	0%	F	0.133	F	0.546	140	F	2005
(626) Flatfoot Rd	4.09	360	F	97%	1%	1%	1%	1%	0%	F	0.109	F	0.691	370	F	2005
(626) Flatfoot Rd	0.43	990	F	97%	1%	1%	1%	1%	0%	C	0.088	F	0.619	1000	F	2005
(627) Courthouse Rd	0.90	2600	F	96%	2%	1%	0%	1%	0%	C	0.125	F	0.636	2600	F	2005
(627) Courthouse Rd	1.40	2100	F	96%	2%	1%	0%	1%	0%	F	0.139	F	0.743	2200	F	2005
(627) Courthouse Rd	2.81	1300	R								NA			NA		10/04/2002
(627)	2.61	1100	R								NA			NA		10/04/2002
(627)	0.80	540	R								NA			NA		10/04/2002
(627)	2.20	460	R								NA			NA		10/04/2002

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(628) Tranquility Lane	0.33	80	R													05/02/2005
(628) Tranquility Lane	3.10	40	R													05/02/2005
(628) Tranquility Lane	0.87	280	R													05/02/2005
(628) Tranquility Lane	0.70	480	R													09/26/2002
(628) Tranquility Lane	0.09	1300	R													09/26/2002
(629)	0.93	260	R													09/26/2002
(629)	0.25	20	R													09/26/2002
(630)	0.30	330	R													09/26/2002
(631) Claiborne Rd	2.70	780	R													08/14/2002
(631) Claiborne Rd	0.80	1100	R													08/14/2002
(632) Butterwood Rd	3.00	420	R													08/14/2002
(632) Olgers Dr	1.20	1700	F	97%	1%	1%	1%	1%	0%	C	0.094	F	0.539	1900	F	2005
(633)	0.50	120	R													08/14/2002
(634)	0.25	280	R													08/14/2002
(635)	0.40	190	R													10/05/2002
(636) Rocky Branch Rd	0.27	110	R													05/23/2005
(637)	0.49	130	R													10/04/2002
(638)	2.00	260	R													10/04/2002
(638)	1.20	240	R													10/04/2002
(639)	0.90	280	R													10/04/2002
(639)	1.98	310	R													10/04/2002

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(639)	0.20	190	F	97%	2%	1%	0%	0%	0%	C	0.096	F	0.652	200	F	2005
						From: 26-642 WEST										
(639)	1.60	260	R											NA		10/04/2002
						From: 26-642 EAST										
(639)	1.40	310	R											NA		10/04/2002
						From: 26-620 Foster Rd										
						To: 26-613										
(640)	1.40	190	R											NA		10/04/2002
						From: US 460										
						To: Nottoway County Line										
(641) Airport Rd	0.55	190	R											NA		08/14/2002
						From: US 1 Boydton Plank Rd										
						To: Dead End										
(642)	1.82	430	F	79%	1%	1%	1%	18%	0%	C	0.095	F	0.544	440	F	2005
						From: US 460										
(642)	0.60	150	F	79%	1%	1%	1%	18%	0%	F	0.114	F	0.72	150	F	2005
						From: 26-643										
						To: 26-639 WEST										
(642)	2.00	120	F	79%	1%	1%	1%	18%	0%	F	0.115	F	0.556	120	F	2005
						From: 26-639 EAST										
						To: 26-620 EAST										
(642)	2.40	120	F	79%	1%	1%	1%	18%	0%	F	0.105	F	0.647	120	F	2005
						From: 26-613										
(642)	1.52	90	R											NA		10/04/2002
						From: 1.52 ME 26-613										
(642) Continental Rd	0.83	70	R											NA		05/12/2005
						To: 26-644 Brills Rd										
(643)	3.20	290	R											NA		10/04/2002
						From: SR 40										
						To: 26-642										
Town of McKenney																
(644)	0.20	560	F	90%	1%	1%	1%	6%	0%	F	0.094	F	0.589	570	F	2005
						From: SR 40										
						To: NCL McKenney										
Dinwiddie County																
(644)	1.92	430	F	90%	1%	1%	1%	6%	0%	C	0.1	F	0.592	440	F	2005
						From: NCL McKenney										
(644)	2.50	400	R											NA		10/04/2002
						From: 26-650										
(644) Brills Rd	2.50	110	R											NA		05/12/2005
						From: 26-610 Old White Oak Rd										
(644) Brills Rd	2.50	90	R											NA		05/12/2005
						From: 26-642										
						To: SR 40										
(645)	1.40	100	R											NA		10/04/2002
						From: 26-610 Old White Oak Rd										
(645)	1.80	360	R											NA		10/04/2002
						From: 26-622 Baltimore Rd										
						To: 26-646 WEST										
(645)	1.60	220	R											NA		10/04/2002
						From: 26-646 EAST										
						To: 26-738										
(645)	0.70	360	R											NA		10/04/2002
						From: 26-637										

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(645)	0.73	370	R													10/04/2002
From: 26-637																
(645)	1.07	390	R													10/04/2002
From: 26-715 Patillo Rd																
(645)	2.50	620	R													10/04/2002
From: 26-611 Wilkinson Rd																
To: 26-613; 26-627																
(646)	6.00	300	F	98%	1%	1%	0%	0%	0%	C	0.114	F	0.513	300	F	2005
From: US 1 Boydton Plank Rd																
To: 26-613																
(647) Doyle Rd	1.00	30	R													05/12/2005
From: 26-622 Baltimore Rd																
(647)	1.60	120	R													10/04/2002
From: 26-648																
To: 26-646 SOUTH																
From: 26-646 NORTH																
(647)	2.24	260	R													10/04/2002
From: 26-738																
(647)	1.92	660	R													10/04/2002
From: 26-656 Gatewood Rd																
(647) Nash Rd	0.94	780	R													10/04/2002
To: US 1 Boydton Plank Rd																
(648)	1.50	140	R													10/04/2002
From: 26-650																
To: 26-647 Nash Rd																
(649)	0.50	40	R													10/04/2002
From: US 1 Boydton Plank Rd																
To: 26-650																
(650)	1.60	70	F	98%	1%	0%	0%	0%	0%	F	0.156	F	0.607	70	F	2005
From: 26-610 Old White Oak Rd																
(650)	1.10	210	F	98%	1%	0%	0%	0%	0%	F	0.118	F	0.741	220	F	2005
From: 26-651 W, Mason Church Rd																
(650)	1.60	340	F	98%	1%	0%	0%	0%	0%	F	0.1	F	0.737	350	F	2005
From: 26-644																
(650)	0.80	400	F	98%	1%	0%	0%	0%	0%	F	0.111	F	0.71	410	F	2005
From: 26-622 Baltimore Rd																
(650)	2.50	390	F	98%	1%	0%	0%	0%	0%	C	0.101	F	0.767	400	F	2005
From: 26-648																
To: US-1 S, Boydton Plank Rd																
(650)	0.15	1200	F	95%	1%	1%	1%	2%	0%	C	0.106	F	0.512	1200	F	2005
From: US-1 N, Boydton Plank Rd																
(650)	0.68	1100	F	98%	1%	0%	0%	0%	0%	F	0.101	F	0.678	1200	F	2005
From: 26-709																
(650)	1.43	380	F	96%	3%	1%	1%	0%	0%	C	0.106	F	0.714	390	F	2005
From: I-85																
(650)	2.20	250	F	96%	3%	1%	1%	0%	0%	F	0.107	F	0.614	250	F	2005
From: 26-656 W, Eppes Rd																
To: 26-619 Courthouse Rd																
(651)	2.40	210	R													08/27/2002
From: 26-613																
(651) Whitmore Rd	1.80	260	R													05/12/2005
From: SR 40 WEST																
(651)	2.25	210	R													08/27/2002
From: 26-610 Old White Oak Rd																
To: 26-650 WEST																

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(651)	1.58	420	R			From: 26-650 EAST						NA		NA		08/27/2002
(651)	1.27	200	R			From: SR 40 EAST						NA		NA		08/27/2002
						To: Dead End										
(652)	1.56	350	R			From: 26-644						NA		NA		08/27/2002
						To: US 1										
(653)	0.16	210	R			From: 26-703 Carson Rd						NA		NA		10/04/2002
						To: Dead End										
(654)	3.02	390	R			From: 26-687 S, Cutbank Rd						NA		NA		10/04/2002
(654)	0.20	120	R			From: 26-687 NORTH						NA		NA		10/04/2002
						To: SR 40										
(655)	0.58	90	R			From: Dead End						NA		NA		10/04/2002
						To: US 1										
(656)	1.20	90	R			From: 26-709						NA		NA		10/04/2002
(656) Eppes Rd	1.20	280	R			From: 26-658 Branches Rd						NA		NA		10/04/2002
						To: 26-650 W; Hamilton Arms Rd										
(656) Gatewood Rd	2.55	490	R			From: 26-650 E; Hawkins Church Rd						NA		NA		10/04/2002
						To: US-1 S, Boydton Plank Rd										
(656) Gatewood Rd	0.90	120	R			From: US-1 N, Boydton Plank Rd						NA		NA		10/04/2002
						To: 26-647 Nash Rd										
(657)	2.10	380	R			From: US 1 Boydton Plank Rd						NA		NA		10/04/2002
						To: 26-647 Nash Rd										
(658)	1.61	320	R			From: 26-709						NA		NA		10/04/2002
(658) Branches Rd	2.70	80	R			From: 26-656 Eppes Rd						NA		NA		05/04/2005
						To: 26-619 Courthouse Rd										
(659)	0.90	230	R			From: 26-665						NA		NA		10/04/2002
(659)	1.50	260	R			From: SR 40						NA		NA		10/04/2002
(659)	1.40	240	R			From: 26-736 Barnes Rd						NA		NA		10/04/2002
						To: 26-619 Courthouse Rd										
(660) Hardways Mill Rd	1.89	1100	R			From: 26-619 Courthouse Rd						NA		NA		08/15/2002
(660) Old Vaughan Rd	1.20	390	R			From: 26-703 Carson Rd						NA		NA		08/15/2002
						To: 26-605 W, Hunnicut Rd										
(660) Quaker Rd	2.40	420	R			From: 26-605 E; Old Vaughan Rd; Hunnicut Rd						NA		NA		08/15/2002
						To: 26-704 Blackwell Rd										
(660) Quaker Rd	1.20	660	R			From: 26-704 Blackwell Rd						NA		NA		08/15/2002
						To: US 1 Boydton Plank Rd										

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(661) Boisseau Rd	2.40	620	F	94%	3%	2%	0%	1%	0%	C	0.160	F	0.581	640	F	2005
						From: 26-627 Courthouse Rd										
						To: 26-613 White Oak Rd										
(662)	1.20	60	R								NA		NA		10/04/2002	
						From: 26-617										
						To: 26-619 Courthouse Rd										
(663) Bain Rd	1.20	70	R								NA		NA		06/08/2005	
						From: 26-659										
						To: 26-665										
(664) Reese Rd	1.20	20	R								NA		NA		05/04/2005	
						From: Dead End										
						To: 26-609 Old Stage Rd										
(665)	0.70	210	R								NA		NA		10/15/2002	
						From: Sussex County Line										
(665)	2.35	490	R								NA		NA		10/15/2002	
						From: 26-617										
(665)	1.44	520	R								NA		NA		10/15/2002	
						From: SR 40										
(665)	2.76	230	R								NA		NA		10/15/2002	
						From: 26-728 Wingfield Rd										
(665)	0.70	360	R								NA		NA		10/15/2002	
						From: 26-626 Flatfoot Rd										
(665)	0.40	40	R								NA		NA		10/15/2002	
						From: 26-681										
						To: Dead End										
(666) Baugh Rd	1.20	60	R								NA		NA		05/04/2005	
						From: 26-626 Flatfoot Rd										
(666) Baugh Rd	4.20	260	R								NA		NA		10/15/2002	
						From: 26-670 Shady Lane										
						To: 26-618 Halligan Park Rd										
(667) Malones Rd	3.20	180	R								NA		NA		10/15/2002	
						From: 26-666 Baugh Rd										
						To: 26-703 Carson Rd										
(668) Brick Rd	1.90	390	R								NA		NA		08/13/2002	
						From: 26-703 Carson Rd										
						To: 26-604 Halifax Rd										
(669)	3.30	530	R								NA		NA		08/13/2002	
						From: 26-605 Monks Neck Rd; Old Stage Rd										
						To: 26-604 Halifax Rd										
(670) Shady Lane	1.82	150	R								NA		NA		05/04/2005	
						From: 26-666 Baugh Rd										
(670) Shady Lane	0.04	70	R								NA		NA		05/04/2005	
						From: 1.82 MN 26-666										
(670) Shady Lane	0.10	230	R								NA		NA		10/15/2002	
						From: 26-682 Ole Bole Rd										
(670) Shady Lane	0.77	290	R								NA		NA		10/15/2002	
						From: 26-688 Sawmill Rd										
(670) Old Stage Rd	1.45	380	F	97%	1%	1%	0%	1%	0%	F	0.096	F	0.507	390	F	2005
						From: 26-609 Old Stage Rd										
(670) Old Stage Rd	2.51	290	F	97%	1%	1%	0%	1%	0%	F	0.114	F	0.537	300	F	2005
						From: 26-703 Carson Rd										
						To: 26-605 W, Old Vaughan Rd										
(670) Duncan Rd	2.29	690	F	97%	1%	1%	0%	1%	0%	F	0.111	F	0.571	700	F	2005
						From: 26-605 E, Old Stage Rd										
						To: 26-613 S; Squirrel Level Rd; Dabney Mill Rd										

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(670) Duncan Rd	2.07	480	F	97%	1%	1%	0%	1%	0%	F	0.096	F	0.551	490	F	2005
			From: 26-613 N. Dabney Mill Rd													
(670) Duncan Rd	1.21	980	F	97%	1%	1%	0%	1%	0%	F	0.097	F	0.741	1000	F	2005
			From: 26-673 Smith Grove Rd													
(670) Duncan Rd	1.51	1100	F	97%	1%	1%	0%	1%	0%	C	0.091	F	0.62	1200	F	2005
			From: 1.21 MN 26-673													
			From: 1.21 M FRM 26-673													
			To: US 1 Boydton Plank Rd													
(671)	0.40	120	R								NA			NA		08/15/2002
			From: Dead End													
			To: US 1 Boydton Plank Rd													
(672) Church Rd	1.49	630	F	95%	1%	2%	0%	2%	0%	F	0.117	F	0.506	650	F	2005
			From: 26-613 Squirrel Level Rd													
(672) Church Rd	0.58	710	F	95%	1%	2%	0%	2%	0%	C	0.099	F	0.653	770	F	2005
			From: 1.49 MN 26-613													
(672) Weakley Rd	0.27	620	F	96%	1%	1%	0%	3%	0%	F	0.112	F	0.577	680	F	2005
			From: 26-603 Weakley Rd													
(672) Weakley Rd	0.19	590	F	96%	1%	1%	0%	3%	0%	C	0.124	F	0.529	650	F	2005
			From: 26-1371 Hazel Ave													
			To: SR 142 Simpson Rd													
(673) Smith Grove Rd	1.77	430	R								NA			NA		08/15/2002
			From: 26-670 Duncan Rd													
			To: 26-613 Squirrel Level Rd													
(674) Wheaton Rd	1.85	130	R								NA			NA		06/13/2005
			From: 26-613 Squirrel Level Rd													
			To: 26-670 Duncan Rd													
(675) Vaughan Rd	3.74	610	F	98%	0%	1%	0%	0%	0%	F	0.1	F	0.798	620	F	2005
			From: 26-670 Duncan Rd													
(675) Vaughan Rd	0.90	1200	F	98%	0%	1%	0%	0%	0%	C	0.103	F	0.63	1200	F	2005
			From: 26-741 Fort Emory Rd													
(675) Vaughan Rd	0.94	780	F	98%	0%	1%	0%	0%	0%	F	0.104	F	0.653	850	F	2005
			From: 26-676 Flank Rd													
			To: SCL Petersburg													
(676) Flank Rd	0.80	440	R								NA			NA		08/14/2002
			From: 26-613 Squirrel Level Rd													
			To: 26-675 Vaughan Rd													
(677) Carson Dr	0.80	1000	F	99%	0%	0%	0%	0%	0%	C	0.136	F	0.84	1100	F	2005
			From: 26-604 Halifax Rd													
			To: SR 345 Richard Bland College: 74-608													
(678) Spain Dr	1.00	90	R								NA			NA		06/08/2005
			From: 26-605 Ellington Rd													
			To: 26-606 Oak Grove Rd													
(679)	1.45	210	R								NA			NA		10/15/2002
			From: Dead End													
			To: 26-660 Hardways Mill Rd													
(680)	2.01	260	R								NA			NA		10/15/2002
			From: 26-681													
(680) Troublefield Rd	1.19	140	R								NA			NA		1999
			From: 2.01 ME 26-618													
			To: 26-618 Halligan Park Rd													
(681)	1.80	390	R								NA			NA		10/15/2002
			From: Sussex County Line													
			To: 26-665													
(682) Ole Bole Rd	0.70	100	R								NA			NA		10/15/2002
			From: 26-609 Old Stage Rd													
			To: 26-670 Shady Lane													

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(683)	0.45	140	R				From: 26-651					NA		NA		10/15/2002
(683)	0.60	90	R				From: 26-707					NA		NA		10/15/2002
(683) Continental Rd	0.20	50	R				From: 0.60 MN 26-707					NA		NA		06/08/2005
							To: Dead End									
(684) Airpark Dr	0.56	620	R				From: Dead End					NA		NA		08/14/2002
							To: US 460 Airport St									
(685)	0.16	80	R				From: Dead End					NA		NA		08/14/2002
							To: US 1 Boynton Plank Rd									
(686) Smith Grove Lane	0.20	9	R				From: 26-673 Smith Grove Rd					NA		NA		10/15/2002
							To: Dead End									
(687) Cutbank Rd	0.10	100	R				From: 26-609 Cherryhill Rd					NA		NA		06/06/2005
(687) Cutbank Rd	1.54	20	R				From: 26-654 SOUTH					NA		NA		06/06/2005
(687) Cutbank Rd	1.06	40	R				From: 1.54 MN 26-654 S					NA		NA		06/08/2005
(687)	1.62	140	R				From: 26-696 Bourdon Creek Rd					NA		NA		10/15/2002
							To: SR 40									
(688) Sawmill Rd	0.85	220	R				From: 26-670 Shady Lane					NA		NA		10/15/2002
(688) Sawmill Rd	1.28	48	R				From: 26-705 Fox Branch Rd					NA		NA		08/15/2002
(688) Sawmill Rd	0.27	60	R				From: 1.28 ME 26-705					NA		NA		08/15/2002
							To: 26-667 Malones Rd									
(689) Bobcat Rd	0.60	130	R				From: 26-629					NA		NA		05/02/2005
							To: 26-628 Tranquility Lane									
(690) Harris Dr	0.94	230	R				From: 26-631 Claiborne Rd					NA		NA		08/14/2002
							To: Dead End									
(691)	1.00	160	R				From: Dead End					NA		NA		10/15/2002
							To: SR 40									
(692) Spony Church Rd	1.89	60	R				From: Dead End					NA		NA		05/12/2005
(692) Spony Church Rd	3.20	160	R				From: SR 40					NA		NA		05/12/2005
(692) Spony Church Rd	0.60	70	R				From: 26-709					NA		NA		05/12/2005
							To: Dead End									
(693) Williamson Rd	2.87	460	R				From: 26-703 Carson Rd					NA		NA		10/25/2002
							To: 26-670 Old Stage Rd									
(694) Old Pine Rd	0.70	70	R				From: Dead End					NA		NA		06/08/2005
							To: 26-622									

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(696) Bourdon Creek Rd	1.20	40	R								NA			NA		06/06/2005
(697) Spicely Rd	0.40	110	R								NA			NA		05/12/2005
(698)	1.20	200	R								NA			NA		10/15/2002
(699)	1.89	80	R								NA			NA		09/26/2002
(699)	1.41	90	R								NA			NA		09/26/2002
(700) White Oak Rd	0.88	60	R								NA			NA		05/12/2005
(700) Hawkins Rd	2.54	250	R								NA			NA		05/12/2005
(701) Quail Hollow Rd	0.60	20	R								NA			NA		05/12/2005
(702) Lennie Rd	1.32	49	R								NA			NA		05/12/2005
(703) Carson Rd	0.13	3500	F	95%	1%	1%	1%	2%	0%	F	0.094	F	0.523	3600	F	2005
(703) Carson Rd	1.17	3700	F	95%	1%	1%	1%	2%	0%	C	0.087	F	0.565	3800	F	2005
(703) Carson Rd	5.18	940	F	94%	2%	1%	1%	2%	0%	C	0.089	F	0.577	960	F	2005
(703) Carson Rd	5.97	660	F	94%	2%	1%	1%	2%	0%	F	0.122	F	0.571	680	F	2005
(703)	0.09	1100	F	94%	2%	1%	1%	2%	0%	F	0.095	F	0.615	1100	F	2005
(704)	0.24	60	R								NA			NA		08/15/2002
(705) Fox Branch Rd	1.42	200	R								NA			NA		10/14/2002
(706)	0.55	150	R								NA			NA		10/14/2002
(706)	0.15	220	R								NA			NA		10/14/2002
(707)	0.85	190	R								NA			NA		10/14/2002
(708)	0.30	470	F	93%	1%	2%	1%	3%	0%	F	0.099	F	0.74	490	F	2005
(708) Namozine Rd	5.93	990	F	93%	1%	2%	1%	3%	0%	C	0.113	F	0.702	1000	F	2005

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(708) Namozine Rd	0.70	2000	F	93%	1%	2%	1%	3%	0%	F	0.102	F	0.689	2200	F	2005
(709) Shipping Rd	2.70	70	R								NA		NA			06/06/2005
(709)	3.70	290	R								NA		NA			10/15/2002
(709)	1.70	390	R								NA		NA			10/15/2002
(709)	0.63	840	R								NA		NA			10/15/2002
(710) Cemetery Rd	0.85	10	R								NA		NA			05/12/2005
Town of McKenney																
(710)	0.11	9	R								NA		NA			08/27/2002
Dinwiddie County																
(711) Ridley Rd	1.30	40	R								NA		NA			05/04/2005
(712)	0.55	30	R								NA		NA			05/04/2005
(713)	2.54	260	R								NA		NA			10/15/2002
(714)	0.46	360	R								NA		NA			08/15/2002
(715) Patillo Rd	1.78	120	R								NA		NA			06/08/2005
(716)	0.36	50	R								NA		NA			08/20/2002
(717) Anderson Dr	0.50	45	R								NA		NA			05/02/2005
(718) Henshaw Rd	0.38	370	R								NA		NA			08/15/2002
(719)	0.39	260	R								NA		NA			08/15/2002
(720)	0.15	180	R								NA		NA			08/15/2002
(721)	0.60	160	R								NA		NA			10/15/2002
(722) Abernathy Rd	0.81	150	R								NA		NA			06/08/2005

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(723) Pearson Hardy Rd	0.58	120	R			From: 26-611 Wilkinson Rd					NA		NA			06/08/2005
						To: Dead End										
(724)	0.58	230	R			From: 26-639					NA		NA			10/15/2002
						To: US 460										
(725) Cherokee Rd	0.17	140	R			From: Dead End					NA		NA			05/02/2005
						To: 26-706										
(726)	0.23	160	R			From: US 1 Boydton Plank Rd					NA		NA			08/13/2002
						To: Dead End										
(727) Bethune Rd	0.79	120	R			From: Dead End					NA		NA			10/15/2002
						To: 26-675 Vaughan Rd										
(728) Wingfield Rd	0.34	60	R			From: Dead End					NA		NA			06/08/2005
						To: 26-665										
(729) Spriggs Rd	0.53	80	R			From: 26-661 Boisseau Rd					NA		NA			05/02/2005
						To: Dead End										
(730) Williams Rd	0.28	70	R			From: US 460 Cox Rd					NA		NA			05/02/2005
						To: Dead End										
(731)	0.02	230	R			From: 26-611 Wilkinson Rd					NA		NA			09/26/2002
						To: 0.02 ME 26-611										
(731)	0.40	110	R			From: Dead End					NA		NA			09/26/2002
						To: Dead End										
(732)	0.60	260	R			From: Dead End					NA		NA			09/26/2002
						To: 26-627 Courthouse Rd										
(733)	1.20	240	R			From: 26-670 Old Stage Rd					NA		NA			10/15/2002
						To: 26-703 Carson Rd										
(734) Rainey Rd	3.14	220	R			From: 26-619 Courthouse Rd					NA		NA			10/15/2002
						To: 26-626 Flatfoot Rd										
(735) Goose Pond Rd	1.40	100	R			From: 26-619 Courthouse Rd					NA		NA			05/04/2005
						To: Dead End										
(736) Barnes Rd	0.50	60	R			From: 26-659					NA		NA			06/08/2005
						To: Dead End										
(737) Booth Rd	1.60	30	R			From: 26-665					NA		NA			06/08/2005
						To: 26-626 Flatfoot Rd										
(738)	1.33	300	R			From: 26-645					NA		NA			10/15/2002
						To: 26-647 Nash Rd										
(739)	1.70	420	R			From: 26-751					NA		NA			09/26/2002
						To: 26-708 Namozine Rd										
(740) Turkey Egg Rd	1.50	1400	R			From: 26-627 Courthouse Rd					NA		NA			09/26/2002
						To: US 1 Boydton Plank Rd										

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(741)	0.70	730	R			From: 26-613 Squirrel Level Rd					NA			NA		08/15/2002
						To: 26-675 Vaughan Rd										
(742)	0.50	240	R			From: 26-613 Squirrel Level Rd					NA			NA		08/15/2002
						To: 26-675 Vaughan Rd										
(743)	0.57	360	R			From: US 460 Cox Road; Cox Rd					NA			NA		08/14/2002
						To: 26-601 River Rd; River Road										
(744) McKissicks Rd	0.70	50	R			From: 26-644 Brills Rd					NA			NA		05/12/2005
						To: Dead End										
(745)	0.20	80	R			From: Dead End					NA			NA		05/12/2005
						To: 26-651										
(746) Birdnest Rd	0.95	90	R			From: 26-708 Namozine Rd					NA			NA		05/02/2005
						To: Dead End										
(747) Wheelers Lane	0.35	10	R			From: 26-611 Wilkinson Rd					NA			NA		05/02/2005
						To: Dead End										
(748)	0.49	320	R			From: Dead End					NA			NA		08/27/2002
						To: 26-652										
(749)	0.04	90	R			From: FR-82					NA			NA		08/14/2002
						To: Dead End										
(750) Oxford Rd	1.51	780	R			From: 26-623 Southerland Rd					NA			NA		08/15/2002
						To: Dead End										
(751)	0.78	480	R			From: US 460 WEST					NA			NA		09/27/2002
						To: 26-611 W; 26-752										
(751)	0.26	1800	R			From: 26-611 W; 26-752					NA			NA		09/27/2002
						To: 26-611 E; 26-716										
(751)	3.25	1800	R			From: 26-627 WEST					NA			NA		09/27/2002
						To: US-460 E, Cox Rd										
(751)	2.67	2300	R			From: 26-611; 26-751					NA			NA		09/27/2002
						To: Dead End										
(752)	0.40	150	R			From: 26-611 Wilkinson Rd					NA			NA		09/27/2002
						To: Dead End										
(753)	0.40	190	R			From: Dead End					NA			NA		09/27/2002
						To: 26-751										
(754)	0.88	240	R			From: Dead End					NA			NA		09/26/2002
						To: 26-751										
(755)	0.50	80	R			From: Dead End					NA			NA		09/26/2002
						To: 26-751										
(756) Slates Rd	0.28	140	R			From: 26-628 Tranquility Lane					NA			NA		05/02/2005
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(757) Marmora Dr	0.62	120	R				From: 26-708 Namozine Rd					NA		NA		05/02/2005
							To: Dead End									
(758) Steers Rd	0.39	280	R				From: Dead End					NA		NA		08/15/2002
							To: 26-613 Dabney Mill Rd									
(759)	0.57	10	R				From: Dead End					NA		NA		05/12/2005
							To: 26-650									
(760) Sutherland Ave	0.37	130	R				From: 26-623 Station Rd					NA		NA		06/13/2005
							To: Dead End									
(764)	0.33	120	R				From: 26-750 Oxford Rd					NA		NA		08/15/2002
							To: Cul-de-Sac									
(770)	0.08	46	R				From: Cul-de-Sac					NA		NA		09/26/2002
							To: Prince George County Line									
(775) Hoffeimer Way	0.92	1900	R				From: 26-672 Church Rd					NA		NA		06/13/2005
							To: US 1 Boydton Plank Rd									
(776) Chesdin Lake Rd	0.57	380	R				From: 26-601 River Rd					NA		NA		08/14/2002
							To: Dead End									
(1001)	0.02	5	R				From: Dead End					NA		NA		05/12/2005
							To: ECL McKenney									
Town of McKenney																
(1001)	0.02	7	R				From: ECL McKenney					NA		NA		08/27/2002
							To: 26-1014									
(1001)	0.10	110	R				From: 26-1014					NA		NA		08/27/2002
							To: 26-1013									
(1001)	0.32	320	R				From: 26-1013					NA		NA		08/27/2002
							To: US 1									
(1001)	0.13	980	R				From: US 1					NA		NA		08/27/2002
							To: 26-1007									
(1001)	0.16	980	R				From: 26-1007					NA		NA		08/27/2002
							To: 26-1006									
(1001)	0.07	1000	R				From: 26-1006					NA		NA		08/27/2002
							To: 26-1005									
(1001)	0.07	1000	R				From: 26-1005					NA		NA		08/27/2002
							To: 26-1004									
(1001)	0.07	1100	R				From: 26-1004					NA		NA		08/27/2002
							To: 26-1003									
(1001)	0.03	420	R				From: 26-1003					NA		NA		08/27/2002
							To: 26-1002									
(1002)	0.10	280	R				From: SR 40					NA		NA		08/27/2002
							To: 26-1001									
(1003)	0.02	100	R				From: Dead End					NA		NA		08/27/2002
							To: 26-1010									
(1003)	0.15	190	R				From: 26-1010					NA		NA		08/27/2002
							To: 26-1009									

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						2Axle	3+Axle	1Trail	2Trail							
Town of McKenney																
1003	0.03	620	R				26-1009				NA			NA		08/27/2002
1003	0.10	1200	R				SR 40				NA			NA		08/27/2002
1004	0.09	100	R				SR 40				NA			NA		08/27/2002
1005	0.14	60	R				26-1009				NA			NA		08/27/2002
1005	0.23	150	R				SR 40				NA			NA		08/27/2002
1006	0.08	40	R				SR 40				NA			NA		08/27/2002
1007	0.08	120	R				SR 40				NA			NA		08/27/2002
1007	0.11	120	R				26-1001				NA			NA		08/27/2002
1008	0.07	60	R				Dead End				NA			NA		08/27/2002
1008	0.19	90	R				26-1007				NA			NA		08/27/2002
Dinwiddie County																
1009	0.65	220	R				US 1				NA			NA		08/27/2002
Town of McKenney																
1009	0.27	320	R				SCL McKenney				NA			NA		08/27/2002
1009	0.13	280	R				26-1005				NA			NA		08/27/2002
1010	0.25	80	R				SCL McKenney				NA			NA		08/27/2002
1010	0.04	70	R				26-1012				NA			NA		08/27/2002
1011	0.05	120	R				Dead End				NA			NA		08/27/2002
1012	0.10	40	R				26-614				NA			NA		08/27/2002
1013	0.08	210	R				26-1010				NA			NA		08/27/2002
1014	0.08	90	R				SR 40				NA			NA		08/27/2002
1014	0.08	90	R				26-1001				NA			NA		08/27/2002
1014	0.08	90	R				26-1001				NA			NA		08/27/2002
1014	0.08	90	R				ECL McKenney				NA			NA		08/27/2002

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1014)	0.31	90	R				From: ECL McKenney				NA		NA		08/27/2002	
							To: Dead End									
Town of McKenney																
(1015) Bethel Rd	0.10	50	R				From: Dead End				NA		NA		05/12/2005	
							To: US 1									
Dinwiddie County																
(1020) Seaboard Dr	0.08	130	R				From: 26-644				NA		NA		06/08/2005	
							To: 26-1021 Southern Ave									
(1021) Southern Ave	0.12	45	R				From: Dead End				NA		NA		06/08/2005	
							To: 26-1020 Seaboard Dr									
(1021) Southern Ave	0.09	70	R				From: Dead End				NA		NA		06/08/2005	
							To: 26-675 Vaughan Rd									
(1040)	0.55	NA					From: 26-1042				NA		NA			
							To: Dead End									
(1041)	0.04	NA					From: 26-1040				NA		NA			
							To: Dead End									
(1042)	0.15	NA					From: Dead End				NA		NA			
							To: Dead End									
(1101) Acorn Dr	0.30	70	R				From: 26-604 Halifax Rd				NA		NA		06/08/2005	
							To: 26-606 Oak Grove Rd									
(1110) Dabney Dr	0.31	60	R				From: 26-1111 Anne Rd				NA		NA		05/02/2005	
							To: 26-1113 Charlotte Rd									
(1110) Dabney Dr	0.21	140	R				From: 26-613 White Oak Rd				NA		NA		05/02/2005	
							To: 26-1112 Gibson Dr									
(1111) Anne Rd	0.16	60	R				From: 26-1110 Dabney Dr				NA		NA		05/02/2005	
							To: 26-1111 Anne Rd									
(1112) Gibson Dr	0.31	70	R				From: 26-1113 Charlotte Rd				NA		NA		05/02/2005	
							To: 26-613 White Oak Rd									
(1112) Gibson Dr	0.13	100	R				From: 26-1112 Gibson Dr				NA		NA		05/02/2005	
							To: 26-1110 Dabney Dr									
(1113) Charlotte Rd	0.16	40	R				From: 26-1122 Northwood Dr				NA		NA		05/02/2005	
							To: 26-1121 Southwood Dr									
(1120) Tanglewood Dr	0.25	470	R				From: 26-613 Squirrel Level Rd				NA		NA		06/08/2005	
							To: Dead End									
(1121) Southwood Dr	0.14	110	R				From: 26-1120 Tanglewood Dr				NA		NA		06/08/2005	
							To: 26-1123 Circlewood Dr									
(1122) Northwood Dr	0.08	310	R				From: 26-1120 Tanglewood Dr				NA		NA		06/08/2005	
							To: 26-1120 Tanglewood Dr									

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1233) Circlewood Dr	0.46	300	R			From: 26-1122 Northwood Dr					NA			NA		06/08/2005
						To: Dead End										
(1201) McKenney Ave	0.25	90	R			From: Dead End					NA			NA		05/12/2005
						To: US 1; 26-650										
(1210) Waterford Dr	0.45	100	R			From: Cul-de-Sac					NA			NA		06/13/2005
						To: 26-750 Oxford Rd										
(1240) Wrenn Forest Dr	0.21	560	R			From: Cul-de-Sac					NA			NA		06/13/2005
						To: 26-601 River Rd										
(1241) Swan Circle	0.15	80	R			From: 26-1243 Canvasback Ct					NA			NA		06/13/2005
						To: 26-1240 Wrenn Forest Dr										
(1242) Pintail Ln	0.11	70	R			From: 26-1243 Canvasback Ct					NA			NA		06/13/2005
						To: 26-1240 Wrenn Forest Dr										
(1242) Pintail Ln	0.23	NA				From: 26-1246					NA			NA		
						To: Cul-de-Sac										
(1243) Canvasback Ct	0.23	60	R			From: Cul-de-Sac					NA			NA		06/13/2005
						To: Cul-de-Sac										
(1244)	0.08	NA				From: 26-1242					NA			NA		
						To: Cul-de-Sac										
(1245)	0.06	NA				From: 26-1242					NA			NA		
						To: Cul-de-Sac										
(1246)	0.22	NA				From: Cul-de-Sac					NA			NA		
						To: 26-1242										
(1246)	0.09	NA				From: Cul-de-Sac					NA			NA		
						To: Cul-de-Sac										
(1301) Lee Blvd	0.23	590	R			From: SR 226 Cox Rd					NA			NA		05/16/2005
						To: 26-1332 Hill St										
(1301) Lee Blvd	0.18	200	R			From: Dead End					NA			NA		05/16/2005
						To: 26-1306 Roanoke St										
(1302) Dinwiddie Ave	0.10	120	R			From: 26-1348 Potomac St					NA			NA		05/18/2005
						To: 26-1309 York St										
(1302) Dinwiddie Ave	0.03	190	R			From: US 1 Boydton Plank Rd					NA			NA		05/18/2005
						To: Dead End										
(1303) Simmons Ave	0.37	220	R			From: FR-290					NA			NA		05/18/2005
						To: US 1 Boydton Plank Rd										
(1303) Simmons Ave	0.03	2200	R			From: 26-1349 Warwick St					NA			NA		05/18/2005
						To: 26-1306 Roanoke St										

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1304) Nottoway Ave	0.10	210	R				From: 26-1306 Roanoke St					NA		NA		05/18/2005
(1304) Nottoway Ave	0.13	250	R				To: 26-1348 Potomac St					NA		NA		05/18/2005
							To: US 1 Boydton Plank Rd									
(1305) Surry Ave	0.14	230	R				From: Dead End					NA		NA		05/18/2005
(1305) Surry Ave	0.19	340	R				To: 26-1350 Pagan St					NA		NA		05/18/2005
(1305) Surry Ave	0.09	430	R				To: 26-1306 Roanoke St					NA		NA		05/18/2005
(1305) Surry Ave	0.11	530	R				To: 26-1348 Potomac St					NA		NA		05/18/2005
							To: US 1 Boydton Plank Rd									
(1306) Roanoke St	0.04	110	R				From: 26-1305 Surry Ave					NA		NA		05/18/2005
(1306) Roanoke St	0.04	140	R				To: 26-1308 Greenville Ave					NA		NA		05/18/2005
(1306) Roanoke St	0.04	130	R				To: 26-1307					NA		NA		05/18/2005
(1306) Roanoke St	0.04	100	R				To: 26-1304 Nottoway Ave					NA		NA		05/18/2005
							To: 26-1302 Dinwiddie Ave									
(1307)	0.10	210	R				From: 26-1349 Warwick St					NA		NA		05/18/2005
(1307)	0.10	280	R				To: 26-1306 Roanoke St					NA		NA		05/18/2005
(1307)	0.12	330	R				To: 26-1348 Potomac St					NA		NA		05/18/2005
							To: US 1 Boydton Plank Rd									
(1308) Greenville Ave	0.13	60	R				From: Dead End					NA		NA		05/18/2005
(1308) Greenville Ave	0.09	370	R				To: 26-1350 Pagan St					NA		NA		05/18/2005
(1308) Greenville Ave	0.10	500	R				To: 26-1349 Warwick St					NA		NA		05/18/2005
(1308) Greenville Ave	0.09	550	R				To: 26-1306 Roanoke St					NA		NA		05/18/2005
(1308) Greenville Ave	0.12	620	R				To: 26-1348 Potomac St					NA		NA		05/18/2005
							To: US 1 Boydton Plank Rd									
(1309) York St	0.10	47	R				From: 26-1302 Dinwiddie Ave					NA		NA		05/18/2005
							To: Dead End									
(1310) Rockdale Rd	0.10	90	R				From: Dead End					NA		NA		05/16/2005
(1310) Cedar Hart Rd	0.11	1800	R				To: SR 226 Cox Rd					NA		NA		05/16/2005
(1310) Cedar Hart Rd	0.10	1700	R				To: 26-1311 Grant Ave					NA		NA		05/16/2005
							To: 26-600 Ferndale Rd									
(1311) Grant Ave	0.31	310	R				From: Dead End					NA		NA		05/16/2005
							To: 26-1310 Rockdale Road									

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1311) Grant Ave	0.10	80	R				From: 26-1310 Rockdale Road					NA		NA		05/16/2005
							To: Dead End									
(1312) Sunset Dr	0.12	1000	R				From: 26-1313 Franklin St					NA		NA		05/16/2005
							To: SR 226 Cox Rd									
(1313) Franklin St	0.22	1000	R				From: 26-1312 Sunset Dr					NA		NA		05/16/2005
							To: US 1 Boydton Plank Rd									
(1314) Glendale Ave	0.03	20	R				From: Dead End					NA		NA		05/23/2005
							To: 26-1317 Meadow Lane									
(1314) Glendale Ave	0.12	140	R				From: 26-1317 Meadow Lane					NA		NA		05/23/2005
							To: 26-1318 Callear Rd									
(1314) Glendale Ave	0.10	170	R				From: 26-1318 Callear Rd					NA		NA		05/23/2005
							To: 26-1315 Del Keith Rd									
(1314) Glendale Ave	0.06	220	R				From: 26-1315 Del Keith Rd					NA		NA		05/23/2005
							To: SR 226 Cox Rd									
(1315) Del Keith Rd	0.06	70	R				From: 26-603 Sterling Rd					NA		NA		05/23/2005
							To: 26-1316 Meridan Ave									
(1315) Del Keith Rd	0.11	80	R				From: 26-1316 Meridan Ave					NA		NA		05/23/2005
							To: 26-1314 Glendale Ave									
(1316) Meridan Ave	0.07	50	R				From: 26-1317 Meadow Lane					NA		NA		05/23/2005
							To: 26-1319 Short St									
(1316) Meridan Ave	0.06	170	R				From: 26-1319 Short St					NA		NA		05/23/2005
							To: 26-1318 Callear Rd									
(1316) Meridan Ave	0.10	80	R				From: 26-1318 Callear Rd					NA		NA		05/23/2005
							To: 26-1315 Del Keith Rd									
(1317) Meadow Lane	0.07	70	R				From: 26-1316 Meridan Ave					NA		NA		05/23/2005
							To: 26-1314 Glendale Ave									
(1318) Callear Rd	0.13	100	R				From: 26-1316 Meridan Ave					NA		NA		05/23/2005
							To: 26-1314 Glendale Ave									
(1319) Short St	0.06	180	R				From: 26-603 Sterling Rd					NA		NA		05/23/2005
							To: 26-1316 Meridan Ave									
(1320) Ritchie Ave	0.09	200	R				From: 26-1362 Oak Ct					NA		NA		05/23/2005
							To: 26-1363 Cross St									
(1320) Ritchie Ave	0.13	190	R				From: 26-1363 Cross St					NA		NA		05/23/2005
							To: US 1 Boydton Plank Rd; SR 142 Simpson Rd									
(1321) Ashley Ln	0.18	190	R				From: Dead End					NA		NA		05/16/2005
							To: 26-601 River Rd									
(1322) Harwell Drive	0.14	290	R				From: Dead End					NA		NA		05/23/2005
							To: US 1 Boydton Plank Rd									
(1323) West Dr	0.40	390	R				From: 26-600 Ferndale Rd					NA		NA		05/16/2005
							To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1324) Ford Ave	0.15	1200	R				From: 26-1363 Cross St					NA		NA		05/23/2005
							To: US 1 Boyton Plank Road									
(1325) Creek Ave	0.21	220	R				From: Cul-de-Sac					NA		NA		05/23/2005
							To: 26-1326 Mt. Pleasant St									
(1325) Creek Ave	0.06	290	R				From: 26-1326 Mt. Pleasant St					NA		NA		05/23/2005
							To: SR 226 Cox Rd									
(1326) Mt. Pleasant St	0.21	60	R				From: 26-1325 Creek Ave					NA		NA		05/23/2005
							To: 26-1327 Cedar Lane									
(1327) Cedar Ln	0.05	130	R				From: 26-1326 Mt. Pleasant St					NA		NA		05/23/2005
							To: SR 226 Cox Rd									
(1328) Pinecroft Rd	0.10	70	R				From: Dead End					NA		NA		05/16/2005
							To: 26-1329 Brooksdale Rd									
(1328) Pinecroft Rd	0.12	200	R				From: 26-1329 Brooksdale Rd					NA		NA		05/16/2005
							To: 26-1330 Balsam Lane									
(1328) Pinecroft Rd	0.07	390	R				From: 26-1330 Balsam Lane					NA		NA		05/16/2005
							To: 26-600 Ferndale Rd									
(1329) Brooksdale Rd	0.06	180	R				From: 26-1330 Balsam Lane					NA		NA		05/16/2005
							To: 26-1328 Pinecroft Rd									
(1330) Balsam Ln	0.17	190	R				From: 26-1329 Brooksdale Rd					NA		NA		05/16/2005
							To: 26-1328 Pinecroft Rd									
(1331) Creek Circle	0.03	40	R				From: 26-1325 Creek Ave					NA		NA		06/13/2005
							To: Cul-de-Sac									
(1332) Hill St	0.05	190	R				From: 26-1301 Lee Blvd					NA		NA		05/16/2005
							To: Dead End									
(1333)	0.54	300	R				From: 26-600 Ferndale Rd					NA		NA		05/16/2005
							To: 26-600 Ferndale Rd									
(1334)	0.12	40	R				From: Dead End					NA		NA		05/23/2005
							To: 26-1336 Forest Ave									
(1334)	0.22	530	R				From: 26-1336 Forest Ave					NA		NA		05/23/2005
							To: FR-290; 26-1335									
(1335) Church Rd	0.19	280	R				From: 0.19 MS FR-290					NA		NA		05/23/2005
							To: FR-290; 26-1334									
(1335) Church Rd	0.08	20	R				From: FR-290; 26-1334					NA		NA		05/23/2005
							To: Dead End									
(1336) Forest Ave	0.09	410	R				From: 26-1334					NA		NA		05/23/2005
							To: 26-1337 James Ave									
(1337) James Ave	0.12	80	R				From: Dead End					NA		NA		05/23/2005
							To: 26-1336 Forest Ave									
(1338) Shadyside Dr	0.20	160	R				From: 26-1335 Church Rd					NA		NA		05/23/2005
							To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1339) Creek Lane	0.07	50	R				From: 26-1325 Creek Ave				NA			NA		05/23/2005
							To: Cul-de-Sac									
(1340)	0.15	40	R				From: SR 226 Cox Rd				NA			NA		08/19/2002
							To: 26-1341 Driver Rd									
(1340) Fairway Ln	0.09	270	R				From: 26-1342 Wedgewood Rd				NA			NA		05/18/2005
							To: Dead End									
(1340) Fairway Ln	0.12	80	R				From: 26-1343 Greenway Rd				NA			NA		05/18/2005
							To: 26-1340 Fairway Lane									
(1341) Driver Rd	0.17	150	R				From: 26-1343 Greenway Rd				NA			NA		05/18/2005
							To: 26-1340 Fairway Lane									
(1342) Wedgewood Rd	0.20	110	R				From: 26-1343 Greenway Rd				NA			NA		05/18/2005
							To: 26-1340 Fairway Lane									
(1343) Greenway Rd	0.09	100	R				From: 26-1341 Driver Rd				NA			NA		05/18/2005
							To: 26-1342 Wedgewood Rd									
(1344) Orchard Rd	0.09	320	R				From: SR 226 Cox Rd				NA			NA		05/16/2005
							To: 26-1345 Steven Ave									
(1344) Orchard Rd	0.09	270	R				From: 26-1345 Steven Ave				NA			NA		05/16/2005
							To: 26-1346 Wayne Ave									
(1345) Steven Ave	0.06	40	R				From: Dead End				NA			NA		05/18/2005
							To: 26-1344 Orchard Rd									
(1345) Steven Ave	0.04	40	R				From: 26-1344 Orchard Rd				NA			NA		05/18/2005
							To: Dead End									
(1346) Wayne Ave	0.07	30	R				From: Dead End				NA			NA		05/18/2005
							To: 26-1344 Orchard Rd									
(1346) Wayne Ave	0.04	210	R				From: 26-1347 Orchard Dr				NA			NA		05/18/2005
							To: Dead End									
(1346) Wayne Ave	0.01	47	R				From: Dead End				NA			NA		05/18/2005
							To: 26-1346 Wayne Ave									
(1347) Orchard Dr	0.17	130	R				From: Dead End				NA			NA		05/18/2005
							To: 26-1346 Wayne Ave									
(1348) Potomac St	0.04	120	R				From: 26-1305 Surry Ave				NA			NA		05/23/2005
							To: 26-1308 Greenville Ave									
(1348) Potomac St	0.04	150	R				From: 26-1308 Greenville Ave				NA			NA		05/23/2005
							To: 26-1307									
(1348) Potomac St	0.04	130	R				From: 26-1307				NA			NA		05/23/2005
							To: 26-1304 Nottoway Ave									
(1348) Potomac St	0.04	120	R				From: 26-1304 Nottoway Ave				NA			NA		05/23/2005
							To: 26-1302 Dinwiddie Ave									
(1349) Warwick St	0.04	130	R				From: 26-1308 Greenville Ave				NA			NA		05/18/2005
							To: 26-1307									
(1349) Warwick St	0.04	80	R				From: 26-1307				NA			NA		05/18/2005
							To: 26-1304 Nottoway Ave									

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1350) Pagan St	0.04	50	R				From: 26-1305 Surry Ave					NA		NA		05/18/2005
							To: 26-1308 Greenville Ave									
(1352) Elsie Dr	0.19	260	R				From: 26-601 River Rd					NA		NA		05/16/2005
							To: 26-1354 Mark Dr									
(1352) Elsie Dr	0.10	120	R				From: 26-1354 Mark Dr					NA		NA		05/16/2005
							To: Cul-de-Sac									
(1353) Susie Dr	0.19	280	R				From: 26-601 River Rd					NA		NA		05/16/2005
							To: 26-1354 Mark Dr									
(1353) Susie Dr	0.10	100	R				From: 26-1354 Mark Dr					NA		NA		05/16/2005
							To: Cul-de-Sac									
(1354) Mark Dr	0.08	60	R				From: 26-1352 Elsie Dr					NA		NA		05/16/2005
							To: 26-1353 Susie Dr									
(1354)	0.12	70	R				From: 26-1353 Susie Dr					NA		NA		08/20/2002
							To: 26-1390									
(1354)	0.07	100	R				From: 26-1390					NA		NA		08/20/2002
							To: Dead End									
(1355) E. Autumn Dr	0.18	320	R				From: 26-601 E. River Rd					NA		NA		08/20/2002
							To: 26-1356									
(1355) E. Autumn Dr	0.07	190	R				From: 26-1356					NA		NA		05/16/2005
							To: 26-1367 Iris Circle									
(1355) E. Autumn Dr	0.10	140	R				From: 26-1367 Iris Circle					NA		NA		05/16/2005
							To: 26-1368 Woods Ct									
(1355) W. Autumn Dr	0.28	250	R				From: 26-1368 Woods Ct					NA		NA		05/23/2005
							To: 26-1369 Westbriar Lane									
(1355) W. Autumn Dr	0.13	380	R				From: 26-1369 Westbriar Lane					NA		NA		05/23/2005
							To: 26-601 W. River Rd									
(1356)	0.09	100	R				From: Dead End					NA		NA		08/20/2002
							To: 26-1355									
(1356)	0.06	60	R				From: 26-1355 E. Autumn Dr					NA		NA		08/20/2002
							To: Dead End									
(1357)	0.26	260	R				From: 26-1358					NA		NA		08/20/2002
							To: 26-1360									
(1357)	0.13	320	R				From: 26-1360					NA		NA		08/20/2002
							To: 26-1359									
(1357)	0.08	360	R				From: 26-1359					NA		NA		08/20/2002
							To: 26-601									
(1358)	0.03	8	R				From: Dead End					NA		NA		08/20/2002
							To: 26-1357									
(1358)	0.07	40	R				From: 26-1357					NA		NA		08/20/2002
							To: 26-1360 Gap Terminus									
(1358)	0.08	120	R				From: 26-1359 Gap Terminus					NA		NA		08/20/2002
							To: 26-601									
(1359) Gaydell Dr	0.04	20	R				From: Dead End					NA		NA		05/16/2005
							To: 26-1364 Keithwood Dr									

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1359) Gaydell Dr	0.10	450	R				From: 26-1364 Keithwood Dr					NA		NA		05/16/2005
(1359)	0.29	360	R				To: 26-1357					NA		NA		08/19/2002
(1359)	0.22	340	R				From: 26-1358					NA		NA		08/19/2002
(1359)	0.10	350	R				To: 26-1387					NA		NA		08/19/2002
							From: 26-1385									
(1360)	0.23	190	R				To: 26-1357					NA		NA		08/19/2002
							From: 26-1358									
(1361)	0.14	590	R				To: 26-1366					NA		NA		08/19/2002
							From: SR 226									
(1362) Oak Ct	0.12	230	R				To: 26-603 Sterling Rd					NA		NA		05/23/2005
							From: 26-1320 Ritchie Ave									
(1363) Cross St	0.08	70	R				To: 26-1320 Ritchie Ave					NA		NA		05/23/2005
							From: 26-1324 Ford Ave									
(1364) Keithwood Dr	0.07	30	R				To: Dead End					NA		NA		05/16/2005
							From: 26-1365 Timpan Lane									
(1364) Keithwood Dr	0.21	320	R				To: 26-1359 Gaydell Dr					NA		NA		05/16/2005
							From: 26-1364 Keithwood Dr									
(1365) Timpan Ln	0.11	140	R				To: Cul-de-Sac					NA		NA		05/16/2005
							From: Dead End									
(1366)	0.46	230	R				To: Dead End					NA		NA		10/15/2002
							From: 26-1355 E; Autumn Dr									
(1367) Iris Circle	0.04	30	R				To: Cul-de-Sac					NA		NA		05/16/2005
							From: Cul-de-Sac									
(1368) Woods Ct	0.05	40	R				To: 26-1355 W; Autumn Dr; E. Autumn Dr					NA		NA		05/16/2005
							From: 26-1355 W; Autumn Dr									
(1369) Westbriar Ln	0.04	30	R				To: Cul-de-Sac					NA		NA		05/16/2005
							From: 26-1371									
(1370)	0.16	50	R				To: 26-672 Weakley Rd					NA		NA		05/23/2005
							From: Cul-de-Sac									
(1371)	0.18	120	R				To: 26-1370					NA		NA		08/19/2002
							From: 26-1370									
(1371)	0.07	160	R				To: 26-672 Weakley Rd					NA		NA		08/19/2002
							From: US 1 Boydton Plank Rd									
(1372)	0.09	480	R				To: 26-1373					NA		NA		08/19/2002
							From: 26-1372 Begin Loop									
(1373)	0.44	230	R				To: End Loop					NA		NA		08/19/2002

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1375) Sequoia Ct	0.13	120	R				From: 26-1382				NA		NA			05/23/2005
							To: Cul-de-Sac									
(1376) Sierra Rd	0.07	60	R				From: Cul-de-Sac				NA		NA			05/23/2005
							To: 26-1381 Chesdin Dr									
(1377)	0.07	50	R				From: Cul-de-Sac				NA		NA			08/19/2002
							To: 26-1381 Chesdin Dr									
(1378)	0.11	120	R				From: Cul-de-Sac				NA		NA			08/19/2002
							To: 26-1379									
(1379)	0.10	160	R				From: 26-1380				NA		NA			10/15/2002
							To: Dead End									
(1380) Woodstream Dr	0.31	680	R				From: Dead End				NA		NA			05/18/2005
							To: SR 226 Cox Rd									
(1380)	0.53	150	R				From: SR 226 Cox Rd				NA		NA			05/18/2005
							To: Dead End									
(1381) Chesdin Dr	0.43	590	R				From: Dead End				NA		NA			05/23/2005
							To: SR 226 Cox Rd									
(1382)	0.27	190	R				From: Dead End				NA		NA			08/19/2002
							To: 26-1381 Chesdin Dr									
(1383)	0.08	110	R				From: 26-1382				NA		NA			08/19/2002
							To: Cul-de-Sac									
(1384)	0.15	560	R				From: 26-1382				NA		NA			08/19/2002
							To: SR 226; 26-1384									
(1385)	0.30	390	R				From: Dead End				NA		NA			08/19/2002
							To: 26-1386									
(1385)	0.13	410	R				From: 26-1386				NA		NA			08/19/2002
							To: 26-1359									
(1385)	0.11	820	R				From: 26-1359				NA		NA			08/19/2002
							To: 26-601 River Rd									
(1386)	0.14	90	R				From: Cul-de-Sac				NA		NA			08/19/2002
							To: 26-1385									
(1387)	0.12	90	R				From: 26-1386				NA		NA			08/19/2002
							To: 26-1359									
(1388) Gloria Dr	0.03	10	R				From: Dead End				NA		NA			05/16/2005
							To: 26-1389 Paul Dr									
(1388) Gloria Dr	0.07	180	R				From: 26-1389 Paul Dr				NA		NA			05/16/2005
							To: 26-1385									
(1389) Paul Dr	0.10	110	R				From: 26-1388 Gloria Dr				NA		NA			05/16/2005
							To: Cul-de-Sac									
(1390)	0.09	460	R				From: 26-601 River Rd				NA		NA			08/19/2002
							To: 26-1391									

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1390)	0.10	380	R				26-1391				NA			NA		08/19/2002
(1390)	0.08	260	R				26-1354				NA			NA		08/19/2002
(1390)	0.06	80	R				26-1392				NA			NA		08/19/2002
							Cul-de-Sac									
(1391)	0.06	70	R				Cul-de-Sac				NA			NA		08/19/2002
							26-1390									
(1392)	0.06	70	R				Cul-de-Sac				NA			NA		08/19/2002
							26-1390									
(1397)	0.05	47	R				Dead End				NA			NA		05/25/2005
							26-1380									
(1398)	0.06	50	R				Dead End				NA			NA		05/25/2005
							26-1380									
(1401) Springcreek Rd	0.41	150	R				Dead End				NA			NA		05/25/2005
							US 1 Boydton Plank Rd									
(1402) Main St	0.10	200	R				US-1 S, Boydton Plank Rd				NA			NA		05/25/2005
							26-619 Courthouse Rd									
(1402) Sycamore Dr	0.15	260	R				US-1 N, Boydton Plank Rd				NA			NA		05/25/2005
							26-703 Carson Rd									
(1403)	0.11	20	R				Dead End				NA			NA		06/13/2005
							26-619 Courthouse Rd									
(1404) Rowanty Ln	0.06	50	R				Dead End				NA			NA		05/25/2005
							26-627 Courthouse Rd									
(1405) Lakewood Dr	0.20	220	R				26-1406 Stonewall Dr				NA			NA		05/02/2005
							Dead End									
(1405) Lakewood Dr	0.16	60	R				26-1405 Lakewood Dr				NA			NA		05/02/2005
							Cul-de-Sac									
(1406) Stonewall Dr	0.43	150	R				Dead End				NA			NA		05/02/2005
							26-627 Courthouse Rd									
(1407) Bonneville Ln	0.50	180	R				26-626 Flatfoot Rd				NA			NA		05/02/2005
							26-1411 Dorthy Ct									
(1410) Allen Rd	0.08	540	R				26-1412 Frances Dr				NA			NA		05/25/2005
							26-1413 S, Albert St									
(1410) Allen Rd	0.06	480	R				26-1413 N, Albert St				NA			NA		05/25/2005
							Dead End									
(1410) Allen Rd	0.11	320	R				Dead End				NA			NA		05/25/2005
							26-1413 S, Albert St									
(1410) Allen Rd	0.07	80	R				Dead End				NA			NA		05/25/2005
							26-1413 N, Albert St									
(1410) Allen Rd	0.05	5	R				Dead End				NA			NA		05/25/2005

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1411) Dorothy Ct	0.12	60	R								NA			NA		05/25/2005
(1412) Frances Dr	0.12	70	R								NA			NA		05/25/2005
(1413) Albert St	0.28	110	R								NA			NA		05/25/2005
(1414) Bishop St	0.16	140	R								NA			NA		05/25/2005
(1414)	0.13	100	R								NA			NA		05/25/2005
(1415) Rainbow St	0.12	20	R								NA			NA		05/25/2005
(1420) River Run Dr	0.15	950	R								NA			NA		06/13/2005
(1421) Lake Dr	0.27	110	R								NA			NA		06/13/2005
(1422) Plantation Pl	0.04	40	R								NA			NA		06/13/2005
(1423) Plantation Dr	0.22	80	R								NA			NA		06/13/2005
(1424) Plantation Ct	0.05	50	R								NA			NA		06/13/2005
(1425) Mark Dr	0.05	110	R								NA			NA		06/13/2005
(1501) Sutherland Dr	0.17	120	R								NA			NA		05/25/2005
(1501) Sutherland Dr	0.29	290	R								NA			NA		05/25/2005
(1502) Woodland Rd	0.08	80	R								NA			NA		05/25/2005
(1503) Belville Dr	0.12	60	R								NA			NA		05/25/2005
(1504) Woodland Dr	0.10	80	R								NA			NA		05/25/2005
(1504) Woodland Dr	0.14	30	R								NA			NA		05/25/2005
(1505) Tara Dr	0.10	70	R								NA			NA		05/25/2005

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						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
(1509)	0.23	180	R				From: 26-1510 Chesdin Blvd							NA		08/20/2002	
							To: Dead End										
(1510) Chesdin Blvd	0.57	850	R				From: 26-601 River Rd							NA		05/25/2005	
(1510) Chesdin Blvd	0.46	290	R				From: 26-1512 Ridgecrest Dr							NA		05/25/2005	
(1510) Chesdin Blvd	0.06	30	R				From: 26-1511 Chesdin Ct							NA		05/25/2005	
							To: Dead End										
(1511) Chesdin Ct	0.04	40	R				From: 26-1510 Chesdin Blvd							NA		05/25/2005	
							To: Cul-de-Sac										
(1512) Ridgecrest Dr	0.10	46	R				From: 26-1510 Chesdin Blvd							NA		05/25/2005	
							To: 26-1513 Shoreview Dr										
(1513)	0.13	150	R				From: 26-1509							NA		08/20/2002	
(1513) Shoreview Dr	0.15	160	R				From: 26-1512 Ridgecrest Dr							NA		05/25/2005	
(1513) Shoreview Dr	0.13	80	R				From: 26-1514 Waterview Ct							NA		05/25/2005	
							To: Cul-de-Sac										
(1514) Waterview Ct	0.05	30	R				From: Cul-de-Sac							NA		05/25/2005	
							To: 26-1513 Shoreview Dr										
(1515) Edrie Dr	0.13	430	R				From: 26-601 River Rd							NA		05/25/2005	
(1515) Edrie Dr	0.04	20	R				From: 26-1516 Eugene Dr							NA		05/25/2005	
							To: Dead End										
(1516) Eugene Dr	0.12	90	R				From: Dead End							NA		05/25/2005	
(1516) Eugene Dr	0.22	410	R				From: 26-1517 Independence Dr							NA		05/25/2005	
							To: 26-1515 Edrie Dr										
(1517) Independence Dr	0.07	170	R				From: 26-1518 Hope Dr							NA		05/25/2005	
							To: 26-1516 Eugene Dr										
(1518) Hope Dr	0.07	70	R				From: Dead End							NA		05/25/2005	
(1518) Hope Dr	0.10	80	R				From: 26-1517 Independence Dr							NA		05/25/2005	
							To: Dead End										
(1530)	0.07	30	R				From: Dead End							NA		09/27/2002	
(1530)	0.09	70	R				From: 26-1531							NA		09/27/2002	
							To: 26-751										
(1531)	0.23	80	R				From: 26-1530							NA		09/27/2002	
							To: 26-751										
(9116)	0.14	740	R				From: 26-751							NA		05/02/2005	
							To: Cul-de-Sac										

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						2Axle	3+Axle	1Trail	2Trail							
Town of McKenney																
(9117)	0.04	240	R								NA		NA			05/12/2005
Dinwiddie County																
(9118)	0.07	260	R								NA		NA			10/23/2002
(9118)	0.05	100	R								NA		NA			05/02/2005
(9118)	0.09	160	R								NA		NA			05/02/2005
(9118)	0.09	200	R								NA		NA			05/02/2005
Town of McKenney																
(9119)	0.02	30	R								NA		NA			1999
(9119)	0.10	40	R								NA		NA			1999
Dinwiddie County																
(9535)	0.23	860	R								NA		NA			05/02/2005
(9535)	0.20	780	R								NA		NA			05/02/2005
(9535)	0.13	620	R								NA		NA			05/02/2005
(9920)	0.10	90	R								NA		NA			09/26/2002
(9921)	0.11	590	R								NA		NA			05/02/2005
(9922)	0.11	150	R								NA		NA			05/02/2005
(9923)	0.05	360	R								NA		NA			10/23/2002
(9923)	0.13	720	R								NA		NA			05/02/2005
(9923)	0.15	700	R								NA		NA			05/02/2005
(9923)	0.11	700	R								NA		NA			05/02/2005
(608) 74	0.31	990	N	98%	0%	1%	0%	1%	0%	N	0.096	N	0.553	1000	N	2005
(608) 74	1.00	1600	F	98%	0%	0%	0%	1%	0%	C	0.100	F	0.609	1800	F	2005
City of Petersburg																
(3) 123	Vaughn Rd	0.64	1100	F							0.092	F	0.654	1200	F	2005

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
4 173 Wells Rd	0.41	3900	F	91%	0%	1%	1%	7%	0%	C	0.085	F	0.509	4200	F	2005
9002 123 Halifax Rd	0.18	6000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.531	6600	F	2005
9002 173 Halifax St	0.58	4500	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.553	4900	F	2005
9002 123 Halifax St	0.19	5200	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.533	5700	F	2005
9002 123 Halifax St	0.37	7700	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.612	8400	F	2005
9002 123 Halifax St	0.29	7600	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.532	8300	F	2005
9002 173 Halifax St	0.28	8400	F	98%	0%	1%	0%	0%	0%	C	0.086	F	0.551	9200	F	2005
9002 173 Union St	0.12	3800	F	96%	1%	2%	0%	0%	0%	C	0.093	F	0.887	4100	F	2005
9002 123 Union St	0.17	1900	F	90%	2%	8%	0%	0%	0%	C	0.108	F	0.502	2100	F	2005
9004 123 Defense Rd	0.47	2000	F	97%	1%	1%	1%	0%	0%	C	0.109	F	0.633	2100	F	2005
9004 123 Defense Dr	1.77	3300	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.505	3600	F	2005
9004 123 South Boulevard	0.92	8300	F	98%	1%	1%	0%	0%	0%	C	0.093	F	0.549	9100	F	2005
9004 123 South Boulevard	0.18	5400	F	98%	1%	1%	0%	0%	0%	F	0.098	F	0.591	5900	F	2005
9004 123 South Boulevard	0.72	2100	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.612	2300	F	2005
9006 123 Flank Rd	0.96	1700	F	99%	0%	1%	0%	0%	0%	C	0.094	F	0.575	1900	F	2005
9006 123 Flank Rd	0.47	3000	F	99%	0%	1%	0%	0%	0%	F	0.11	F	0.582	3300	F	2005
9006 123 Flank Rd	0.75	2700	F	99%	0%	1%	0%	0%	0%	F	0.118	F	0.602	3000	F	2005
9006 123 Flank Rd	0.91	3200	F	99%	0%	0%	0%	0%	0%	C	0.116	F	0.598	3500	F	2005
9006 123 Flank Rd (1-Way)	0.13	2200	F	99%	1%	0%	0%	0%	0%	C	0.107	F		2400	F	2005
9008 123 Rives Rd	0.55	6400	F	99%	0%	0%	0%	0%	0%	C	0.106	F	0.508	7000	F	2005
9008 173 Rives Rd	0.27	5400	F	98%	0%	0%	0%	1%	0%	C	0.109	F	0.507	5900	F	2005
9009 123 Dupuy Rd	1.24	420	F	96%	1%	3%	0%	0%	0%	F	0.105	F	0.510	460	F	2005
9009 123 Dupuy St	0.58	2000	F	96%	1%	3%	0%	0%	0%	F	0.083	F	0.55	2200	F	2005

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
9009 123 Farmer St	0.86	3300	F	96%	1%	3%	0%	0%	0%	C	0.086	F	0.526	3600	F	2005
From: Youngs Rd																
To: S. South St																
9009 123 Farmer St	0.47	2800	F	96%	1%	3%	0%	0%	0%	F	0.086	F	0.534	3000	F	2005
From: Halifax St																
To: S Crater Rd																
9010 123 Wagner Rd	0.73	15000	F	98%	0%	1%	0%	1%	0%	C	0.088	F	0.546	16000	F	2005
From: I-95																
To: I-95																
9010 123 Wagner Rd	1.60	9900	F	94%	1%	1%	1%	4%	0%	C	0.087	F	0.561	11000	F	2005
From: County Dr																
To: SCL Petersburg																
9011 123 Squirrel Level Rd	0.82	810	F	99%	0%	1%	0%	0%	0%	C	0.109	F	0.656	880	F	2005
From: Wells Rd																
To: Wells Rd																
9011 123 Squirrel Level Rd	0.25	4700	F	92%	0%	1%	1%	5%	0%	C	0.087	F	0.54	5100	F	2005
From: Ramp To I-85																
To: Ramp To I-85																
9011 123 Squirrel Level	0.20	6800	F	97%	1%	1%	0%	0%	0%	F	0.087	F	0.511	7500	F	2005
From: Boydton Plank Rd																
To: Boydton Plank Rd																
9011 123 Young Rd	0.55	3900	F	96%	1%	2%	0%	0%	0%	C	0.086	F	0.513	4300	F	2005
From: Valor Dr																
To: Valor Dr																
9011 123 Young Rd	0.59	2600	F	97%	1%	1%	0%	0%	0%	C	0.095	F	0.507	2900	F	2005
From: 123-9009 Dupuy Rd																
To: 123-9009 Dupuy Rd																
From: West St																
9012 123 Lee Ave	0.56	2500	F	97%	2%	1%	0%	0%	0%	C	0.090	F	0.531	2700	F	2005
From: Halifax St																
To: Halifax St																
9012 123 Porterville St	0.15	1200	F	99%	0%	0%	0%	0%	0%	F	0.090	F	0.588	1300	F	2005
From: Harding St																
To: Harding St																
9012 123 New St	0.18	1100	F	99%	0%	0%	0%	0%	0%	C	0.090	F	0.641	1200	F	2005
From: Harrison St																
To: Harrison St																
9012 123 Harrison St	0.03	860	F	99%	0%	0%	0%	0%	0%	F	0.091	F		940	F	2005
From: New St																
To: New St																
9012 123 Corling St	0.09	390	F	99%	0%	0%	0%	0%	0%	F	0.093	F		430	F	2005
From: Corling St																
To: Harrison St																
9012 123 Graham Rd	0.83	5700	F	99%	0%	0%	0%	0%	0%	F	0.08	F	0.549	6200	F	2005
From: S. Sycamore St																
To: S. Sycamore St																
9012 123 Graham Rd	0.14	10000	F	99%	0%	0%	0%	0%	0%	C	0.087	F	0.802	11000	F	2005
From: Ramp From I-95																
To: Ramp From I-95																
From: Crater Rd																
To: Crater Rd																
9013 123 Halifax Rd	1.79	2500	F	92%	0%	1%	1%	6%	0%	C	0.087	F	0.547	2700	F	2005
From: SCL Petersburg																
To: SCL Petersburg																
9013 123 Halifax Rd	0.98	470	F	98%	0%	1%	0%	1%	0%	C	0.1	F	0.531	510	F	2005
From: Wells Rd																
To: Wells Rd																
From: Boydton Plank Rd																
To: Boydton Plank Rd																
9015 123 Johnson Rd	0.01	2500	F	99%	0%	1%	0%	0%	0%	F	0.125	F	0.562	2700	F	2005
From: SCL Petersburg																
To: SCL Petersburg																
9015 123 Johnson Rd	0.54	1100	F	99%	0%	1%	0%	0%	0%	C	0.101	F	0.608	1200	F	2005
From: Flank Rd																
To: Flank Rd																
9015 123 Johnson Rd	1.39	5100	F	99%	0%	1%	0%	0%	0%	F	0.126	F	0.576	5600	F	2005
From: Birdsong Rd																
To: Birdsong Rd																
9015 123 Johnson Rd	0.46	5700	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.549	6200	F	2005
From: South Blvd																
To: South Blvd																
9015 123 Johnson Rd	0.37	4000	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.563	4400	F	2005
From: North Blvd																
To: North Blvd																
From: St Luke St																
To: St Luke St																

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						2Axle	3+Axle	1Trail	2Trail								
City of Petersburg																	
9015 123 High Pearl St	0.20	3700	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.522	4100	F	2005	
			From:	St Luke St													
			To:	Virginia Ave													
9015 123 High Pearl St	0.08	2600	F	97%	1%	2%	0%	0%	0%	F	0.093	F	0.508	2800	F	2005	
			From:	ST Matthew St													
			To:	ST Matthews St													
9015 123 Harding St	0.22	1400	F	97%	1%	2%	0%	0%	0%	C	0.091	F	0.631	1600	F	2005	
			From:	Porterville St													
			To:	Portersville St													
9015 123 Harding St	0.27	800	F	97%	1%	2%	0%	0%	0%	F	0.099	F		880	F	2005	
			From:	Halifax St													
			To:	SCL Petersburg													
9017 123 Birdsong Rd	0.62	470	F	98%	1%	1%	0%	0%	0%	C	0.117	F	0.530	510	F	2005	
			From:	Johnson Rd													
			To:	W Washington St													
9021 123 N Sycamore St	0.18	3900	F	97%	1%	2%	0%	0%	0%	F	0.097	F	0.605	4200	F	2005	
			From:	W Tabb St													
			To:	Bollingbrook St													
9021 123 N Sycamore St	0.15	2800	F	97%	1%	2%	0%	0%	0%	C	0.102	F	0.557	3100	F	2005	
			From:	Johnson Rd													
			To:	S Sycamore St													
9023 123 North Blvd	0.57	3100	F	98%	1%	1%	0%	0%	0%	C	0.087	F	0.588	3400	F	2005	
			From:	Gates Lane													
			To:	Harding Street													
9025 123 Virginia Ave	0.22	600	F	95%	4%	2%	0%	0%	0%	C	0.139	F		660	F	2005	
			From:	Halifax Street													
			To:	Arlington Street													
9025 123 Virginia Ave	0.32	2100	F	95%	4%	2%	0%	0%	0%	F	0.09	F	0.53	2300	F	2005	
			From:	West Street Young Avenue													
			To:	Augusta Avenue													
9025 123 Young Ave	0.20	2300	F	98%	1%	1%	0%	0%	0%	C	0.088	F	0.524	2500	F	2005	
			From:	Farmer St													
			To:	W Wythe St													
9025 123 Young Ave	0.11	3000	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.510	3300	F	2005	
			From:	W Washington St													
			To:	Halifax St													
9025 123 S West St	0.28	3500	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.508	3800	F	2005	
			From:	Young Ave													
			To:	Lee Ave													
9025 123 S West St	0.23	4000	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.548	4400	F	2005	
			From:	US 1 Wythe St													
			To:	Washington St													
9025 123 S West St	0.14	3700	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.507	4100	F	2005	
			From:	High St													
			To:	N South St													
9025 123 S West St	0.07	3000	F	98%	1%	1%	0%	0%	0%	F	0.1	F	0.534	3200	F	2005	
			From:	Canal St													
			To:	High St													
9027 123 S West St	0.63	2100	F	98%	0%	1%	0%	0%	0%	C	0.086	F	0.528	2300	F	2005	
			From:	Grove Ave													
			To:														
9029 123 S. South St	0.36	2800	F	99%	1%	0%	0%	0%	0%	C	0.081	F	0.504	3000	F	2005	
			From:														
			To:														
9029 123 S. South St	0.09	4300	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.584	4700	F	2005	
			From:														
			To:														
9029 123 N. South St	0.20	7100	F	99%	0%	0%	0%	0%	0%	F	0.094	F	0.547	7800	F	2005	
			From:														
			To:														
9029 123 High St	0.02	960	F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.519	1000	F	2005	
			From:														
			To:														
9029 123 Canal St	0.20	6900	F	99%	0%	0%	0%	0%	0%	C	0.092	F	0.549	7600	F	2005	
			From:														
			To:														

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
9031 123 Byrne St	0.40	740	F	98%	1%	2%	0%	0%	0%	C	0.108	F		810	F	2005
9031 123 S. Market St	0.12	2300	F	98%	1%	2%	0%	0%	0%	F	0.092	F	0.625	2500	F	2005
9033 123 Apollo St	0.14	1600	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.597	1700	F	2005
9033 123 Jefferson St	0.58	2900	F	99%	0%	1%	0%	0%	0%	C	0.094	F	0.571	3200	F	2005
9033 123 Henry St	0.04	NA									NA			NA		
9038 123 Puddledock Rd	0.40	4600	F	91%	1%	2%	4%	3%	0%	C	0.09	F	0.533	5100	F	2005
9046 123 High St	0.58	950	F	98%	1%	1%	0%	0%	0%	C	0.116	F	0.661	1000	F	2005
9046 123 W Bank St	0.14	2200	F	98%	1%	1%	0%	0%	0%	F	0.108	F		2400	F	2005
9046 123 E Bank St	0.11	3000	F	99%	0%	1%	0%	0%	0%	C	0.1	F		3300	F	2005
9046 123 Bank St	0.25	2700	F	96%	1%	2%	1%	1%	0%	C	0.104	F	0.507	3000	F	2005
9046 123 Bank St	0.21	2900	F	96%	1%	2%	1%	1%	0%	F	0.104	F	0.561	3200	F	2005
9048 123 W Tabb St	0.09	1400	F	98%	1%	1%	0%	0%	0%	F	0.128	F	0.662	1500	F	2005
9048 123 W Tabb St	0.06	1800	F	98%	1%	1%	0%	0%	0%	F	0.112	F	0.622	1900	F	2005
9048 123 E Tabb St	0.12	1200	F	98%	1%	1%	0%	0%	0%	C	0.124	F	0.535	1300	F	2005
9053 123 Baylor's Ln	0.65	1800	F	98%	1%	1%	0%	0%	0%	C	0.113	F	0.597	2000	F	2005
9055 123 Madison St	0.05	1700	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.914	1900	F	2005
9055 123 Madison St	0.18	1500	F	96%	1%	1%	1%	1%	0%	C	0.096	F	0.910	1600	F	2005
9055 123 Madison St	0.07	880	F	96%	1%	1%	1%	1%	0%	F	0.105	F	0.835	960	F	2005
9057 123 Fifth St	0.05	400	F								0.112	F	0.697	440	F	2005
9057 123 Fifth St	0.08	530	F	85%	4%	2%	4%	6%	0%	C	0.133	F	0.653	580	F	2005
9059 123 Flank Rd N	0.20	4100	F	98%	1%	1%	0%	0%	0%	C	0.095	F	0.673	4400	F	2005

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
9065 17.5 S Adams St	0.10	4400	F			From: E Wythe St				0.09	F	0.613	4800	F	2005	
						To: E Washington St										
Accomack St		260	F			From: 6Th St				0.12	F	290	F	2005		
						To: 7Th St										
Cameron St		280	F			From: Old Church St				0.1	F	310	F	2005		
						To: Center St										
Culpeper Ave		330	F			From: Prince George Ave				0.106	F	360	F	2005		
						To: Brunswick St										
Custer St		410	F			From: Halifax Rd				0.092	F	450	F	2005		
						To: Hawk St										
Darby Dr		240	F			From: Busby St				0.138	F	260	F	2005		
						To: Halcun Dr										
Gordon Dr		260	F			From: Dering Rd				0.099	F	290	F	2005		
						To: Hoke Dr										
Homestead Dr		560	F			From: Valley Dr				0.118	F	620	F	2005		
						To: Midland Rd										
Jefferson St		3300	F			From: Filmore St				0.091	F	3600	F	2005		
						To: ST Andrews St										
Kirkham Street		410	F			From: Bolling Street				0.106	F	0.5	440	F	2005	
						To: Chestnut Street										
North Park Dr		1000	F			From: Nivram St				0.111	F	1100	F	2005		
						To: Retang Rd										
Oakmont Dr		90	F			From: Homestead Dr				0.141	F	0.571	100	F	2005	
						To: Midland Rd										
Old Church St		260	F			From: Bollingbrook St				0.103	F	290	F	2005		
						To: Miller St										
Patterson Ave		900	F			From: Floyd St				0.163	F	980	F	2005		
						To: Carver St										
Pleasants Ln		880	F			From: Valor Dr				0.111	F	960	F	2005		
						To: Dupuy Rd										
Richmond Ave		710	F			From: Ash St				0.096	F	780	F	2005		
						To: Nash St										
Rollingwood Rd		100	F			From: Valley St				0.167	F	110	F	2005		
						To: Homestead Dr										
South Park Dr		1300	F			From: Forest Hill Rd				0.094	F	1400	F	2005		
						To: West Park Dr										
St Matthew St		3500	F			From: High Pearl St				0.099	F	3900	F	2005		
						To: Harding St										

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						2Axle	3+Axle	1Trail	2Trail								
City of Petersburg																	
						From:	Custer St										
Talley Ave		580	F							0.292	F		640	F	2005		
						To:	Edmonds Ct										